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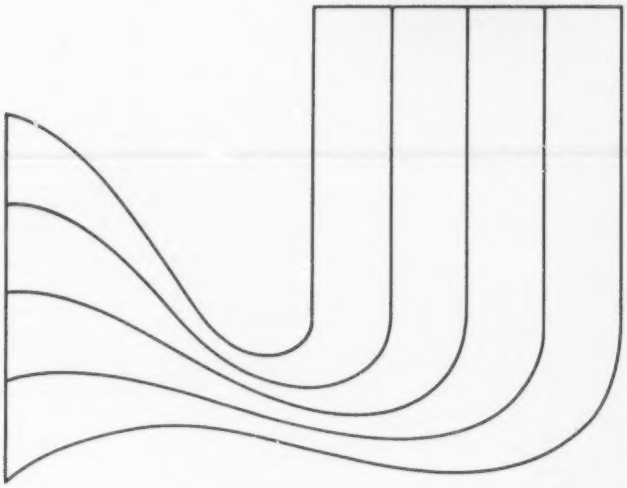
1983 MOTORCYCLE STATISTICAL ANNUAL



Published by

MIC

MOTORCYCLE INDUSTRY COUNCIL, INC.

EXECUTIVE OFFICE
3151 Airway Avenue, Bldg. P-1
Costa Mesa, California 92626
(714) 241-9251
Alan R. Isley, President

GOVERNMENT RELATIONS OFFICE
1235 Jefferson Davis Highway, Suite 1410
Arlington, Virginia 22202
(703) 521-0444
Melvin R. Stahl, Vice President

Compiled and edited by the
Motorcycle Industry Council, Inc.
Research & Statistics Department
Under the direction of Pamela Palka Amette
3151 Airway Avenue, Bldg. P-1
Costa Mesa, California 92626

The cooperation of the many contributors to this annual is gratefully acknowledged. The source note below each table credits the various government and private organizations which have provided information for the Statistical Annual.

Additional copies may be obtained from the MIC Administrative or Government Relations Office.

MOTORCYCLE INDUSTRY COUNCIL, INC.

Today it is estimated that 7 million motorcycles are in use in this country. In 1982 alone the motorcycle industry generated an estimated 5 billion dollars in consumer sales and services and state taxes and licensing in the U.S.

The motorcycle market experienced phenomenal growth during the 1960's and early 1970's. From 1960 to 1975 motorcycle registrations increased tenfold, while automobile registrations only doubled. By the 1980's the motorcycle market had evolved into a stable and mature phase of growth, and recently has confronted the suppressing effects of inflation, unemployment, and economic recession overall. Some segments of the market, however, are showing growth as new products are introduced and marketing efforts are intensified.

Motorcycles used on-highway are twice as fuel efficient as most new cars and about three and one half times as efficient as average cars in the motor vehicle population. The fuel efficiency of motorcycles has also attracted many buyers with no, or very little, previous riding experience which re-emphasizes the current need for motorcycle rider education and training programs. Since the early 1970's the motorcycle industry has been active in developing and implementing motorcycle rider education and licensing programs, and conducting safety research and public information programs through the Motorcycle Safety Foundation.

Motorcycles in the 1980's are cleaner in terms of air pollutants than motorcycles in the past. National exhaust emission controls for new motorcycles began in 1978. Although motorcycles contributed less than 1 percent of the total hydrocarbon emissions nationwide before controls, the motorcycle industry supported the adoption of uniform national standards to regulate exhaust emissions.

The motorcycle industry's continuing commitment to reduce sound levels in our environment has been demonstrated by the production of quiet motorcycles and aftermarket exhaust systems. Many new models are as quiet as new automobiles. With the support of the industry, the U.S. Environmental Protection Agency set uniform national noise standards for new motorcycles and mopeds produced after 1981. MIC actively assists noise enforcement authorities in cost-efficient programs of motorcycle noise control.

The MIC also invests in a public service program for television, radio, magazines, and newspapers to encourage motorcycle rider responsibility in noise reduction and environmental protection. The theme is "Ride Aware-Show You Care."

The use of motorcycles for off-highway recreation has grown significantly in the past ten years. The motorcycle industry and responsible riders understand that unrestricted vehicle use can damage certain fragile environments and that well managed facilities provide the best opportunity for off-highway recreation. The industry has been working with state and Federal government agencies to encourage intelligent land planning and management based on equitable multiple use which can benefit all outdoorsmen, including those who ride the 3.6 million motorcycles used for off-highway recreation.

Each year the MIC receives countless inquiries for statistical data and trends within the motorcycle industry. The information in this publication has been gathered to provide a comprehensive, orderly and accurate source of motorcycle statistics in response to those numerous requests.

It is our intention to update the Motorcycle Statistical Annual each year. We welcome your comments for future editions.

MOTORCYCLE INDUSTRY COUNCIL, INC.

The Motorcycle Industry Council is a nonprofit national trade association representing manufacturers and distributors of motorcycles, scooters, mopeds, parts and accessories, and members of allied trades.

As a national, unified voice of the motorcycle industry, the MIC:

- *Develops and provides industry statistics and related information to legislators, regulatory agencies, other associations, companies, and interested individuals;*
- *Analyzes Federal and state legislative and regulatory actions, taking positive steps to promote effective law and reasonable regulations and to oppose those measures detrimental to our industry and sport;*
- *Promotes industry, dealer and consumer awareness directed at the reduction of motorcycle sound, the preservation of the environment, conservation of energy resources, and the safe and courteous operation of all vehicles;*
- *Conducts educational seminars in subject matters of interest to governmental agencies, member companies, motorcycle dealers and other concerned parties.*

Other publications and materials available on request through the MIC include:

- **Information Kits on Motorcycle Sound, Motorcycle Theft, Research & Statistics, and Land Use**
- **Recreational Trailbike Planner, Bi-Monthly Newsletter**
- **Off-Highway and All-Terrain Vehicle Stationary Sound Test Manual ($1.00)**
- **"The Recreational Trailbiker," 35 mm Slide Presentation ($25 rental fee)**
- **"Managing Off-Road Motorcycle Use in a Desert Environment," 35 mm Slide Presentation**
- **"Managing Trailbike Recreation in a Forest Environment," 35 mm Slide Presentation**
- **"Motorcyclists As Volunteers," 35 mm Slide Presentation**
- **"Motorcycle Noise—Off-Highway Enforcement," 35 mm Slide Presentation**
- **"The Trailbike Experience," 16 mm Motion Picture**
- **Federal Equipment Standards for Motorcycles**
- **Federal Motor Vehicle Safety Standards Charts for Motorcycles & Mopeds**
- **State On-Highway Motorcycle Equipment Requirements Chart**
- **State Off-Highway Motorcycle Requirements Chart**
- **State Moped Requirements Chart**
- **Motorcycle Writers and Photographers Guide**
- **Motorcycle Dealer Accessory Sales Portfolio**

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JUNE 1, 1983

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THE MOTORCYCLE MARKET

U.S. MOTORCYCLE POPULATION By MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

In 1982 there were an estimated 7.0 million motorcycles in use in the United States, compared to an estimated 7.3 million in 1981. The slight decline in the motorcycle population is attributed to fewer sales of new motorcycles in recent years and the high scrappage rate of motorcycles sold during the peak in annual sales.

Of the total motorcycle population in 1982, 53.6% were *on-highway* motorcycles, 24.4% were *off-highway* motorcycles, and 22.0% were *dual purpose* motorcycles. The on-highway and off-highway segments increased as a portion of the market in 1982 compared to 1981 while the dual purpose segment decreased.

Of all motorcycles in use, it is estimated that about half (48.9%) have an engine displacement less than 350 cubic centimeters. Three fifths of the estimated motorcycle population were purchased new during the last five years.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

	1982		1981	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type*				
On-Highway	3,755,000	53.6%	3,805,000	52.2%
Off-Highway	1,709,000	24.4%	1,648,000	22.6%
Dual Purpose	1,546,000	22.0%	1,832,000	25.2%
	7,010,000	100.0%	7,285,000	100.0%
Engine Displacement				
Under 125 cc	1,583,700	22.6%	1,720,300	23.6%
125-349 cc	1,843,600	26.3%	1,903,400	26.1%
350-449 cc	935,700	13.3%	1,095,000	15.1%
450-749 cc	1,079,400	15.4%	1,087,600	14.9%
Over 749 cc	1,567,600	22.4%	1,478,700	20.3%
	7,010,000	100.0%	7,285,000	100.0%
Year Sold New				
1982	837,200	12.0%	–	–
1981	963,900	13.8%	975,700	13.4%
1980	908,700	13.0%	956,500	13.1%
1979	847,600	12.1%	943,200	12.9%
1978	658,200	9.4%	774,400	10.6%
1977	619,400	8.8%	749,200	10.3%
1976	499,500	7.1%	636,000	8.7%
1975	324,200	4.6%	442,400	6.1%
1974	339,600	4.8%	445,800	6.1%
1973	322,800	4.6%	434,000	6.0%
1972	220,200	3.1%	298,800	4.1%
1971	151,400	2.2%	201,100	2.8%
Prior to 1971	317,300	4.5%	427,900	5.9%
	7,010,000	100.0%	7,285,000	100.0%

***Model Type Definition: On-Highway** motorcycles are those certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards, and designed primarily for use on public roads. Includes scooters. Excludes mopeds and nopeds (limited speed motor-driven cycles under 50 cc which are not generally defined by state as mopeds). **Off-Highway** motorcycles are those which are not certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards. Includes all-terrain vehicles and off-highway competition motorcycles. **Dual Purpose** motorcycles are certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards, and designed with the capability for use on public roads as well as off-highway recreational use.

Source: 1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

On-highway motorcycles tend to have relatively large engines. In 1982, two thirds of the on-highway motorcycles in use had an engine displacement over 449 cc's.

The off-highway segment, including competition models, is dominated by relatively small engine motorcycles. In 1982 over nine in every ten (94.2%) off-highway motorcycles had an engine displacement less than 350 cc's.

Dual purpose motorcycles also tend to have relatively small engines. Nearly nine in every ten (88.0%) of the dual purpose motorcycles in use in 1982 had an engine displacement less than 350 cc's.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE BY ENGINE DISPLACEMENT

	1982		1981	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type				
On-Highway	3,755,000	100.0%	3,805,000	100.0%
Under 125 cc	154,600	4.1%	136,600	3.6%
125-349 cc	300,400	8.0%	329,700	8.7%
350-449 cc	762,000	20.3%	871,800	22.9%
450-749 cc	970,400	25.9%	988,200	26.0%
Over 749 cc	1,567,600	41.7%	1,478,700	38.8%
Off-Highway	1,709,000	100.0%	1,648,000	100.0%
Under 125 cc	861,500	50.4%	901,200	54.7%
125-349 cc	749,300	43.8%	637,400	38.7%
350-449 cc	46,000	2.7%	59,900	3.6%
450-749 cc	52,200	3.1%	49,500	3.0%
Over 749 cc	-	-	-	-
Dual Purpose	1,546,000	100.0%	1,832,000	100.0%
Under 125 cc	567,600	36.7%	682,500	37.3%
125-349 cc	793,900	51.3%	936,300	51.1%
350-449 cc	127,700	8.3%	163,300	8.9%
450-749 cc	56,800	3.7%	49,900	2.7%
Over 749 cc	-	-	-	-

NOTE: See page 6 for model type definitions.

Source: 1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

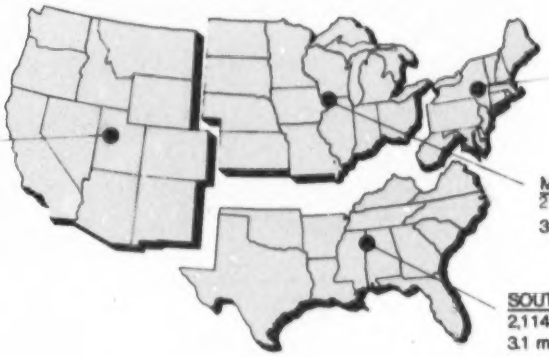
U.S. MOTORCYCLE POPULATION AND PENETRATION By REGION AND STATE

On a regional basis the greatest number of motorcycles in use in 1982 were in the South and the Midwest. Although the West ranked third in motorcycle population, California was, by far, the nation's leading state, where nearly one in every eight (11.9%) of the nation's motorcycles were owned.

In 1982 there were an estimated 3.1 motorcycles owned by every 100 persons living in the United States. Regionally, motorcycle penetration was highest in the West where 4.0 motorcycles were owned for every 100 residents, and lowest in the East where 2.1 motorcycles were owned for every 100 residents.

Nearly one third (30.7%) of the nation's motorcycle population was owned in the five leading states, California, Texas, New York, Illinois, and Michigan.

1982 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY REGION



WEST
1,706,900 motorcycles
4.0 motorcycles per 100 persons
(Alaska and Hawaii included in West)

EAST
1,167,800 motorcycles
2.1 motorcycles per 100 persons

MIDWEST
2,020,400 motorcycles
3.4 motorcycles per 100 persons

SOUTH
2,114,900 motorcycles
3.1 motorcycles per 100 persons

1982 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY STATE

State	Motorcycle Population	Motorcycle Population by Model Type			Motorcycle Penetration Per 100 Population
		On-Hwy.	Off-Hwy.	Dual Purpose	
Alabama	121,300	58,800	30,100	32,400	3.1
Alaska	31,200	6,800	15,600	8,800	7.7
Arizona	103,300	46,100	34,900	22,300	3.8
Arkansas	95,200	34,600	37,500	23,100	4.1
California	831,100	427,500	242,200	161,400	3.5
Colorado	120,700	60,600	26,300	33,800	4.1
Connecticut	73,000	49,700	11,300	12,000	2.3
Delaware	14,000	8,400	2,900	2,700	2.3
D.C.	1,900	1,600	0	300	.2
Florida	268,900	153,500	58,700	56,700	2.7
Georgia	167,400	83,000	42,600	41,800	3.0
Hawaii		Not Available			
Idaho	64,300	20,300	18,500	25,500	6.8
Illinois	285,700	177,000	51,400	57,300	2.5
Indiana	204,600	127,000	39,400	38,200	3.7
Iowa	187,400	125,900	26,800	34,700	6.4
Kansas	99,400	57,000	17,800	24,600	4.2
Kentucky	86,200	40,200	25,100	20,900	2.3
Louisiana	179,800	67,000	85,600	27,200	4.2
Maine	46,300	30,600	7,800	7,900	4.1
Maryland	86,400	55,500	14,800	16,100	2.0
Mass.	97,800	66,500	15,700	15,600	1.7
Michigan	284,700	155,300	57,100	72,300	3.0
Minnesota	183,900	101,300	46,400	36,200	4.5
Mississippi	87,000	30,500	39,500	17,000	3.4
Missouri	140,500	72,300	35,900	32,300	2.8
Montana	52,900	17,700	15,100	20,100	6.7
Nebraska	79,600	40,000	19,600	20,000	5.0
Nevada	31,900	14,000	10,500	7,400	3.9
N.H.	43,700	29,800	6,500	7,400	4.7
New Jersey	128,000	82,200	23,200	22,600	1.7
New Mexico	53,400	25,500	12,500	15,400	4.1
New York	290,600	200,700	50,000	39,900	1.8
N.C.	143,700	75,400	33,100	35,200	2.4
N.D.	41,800	18,800	11,000	12,000	6.4
Ohio	283,800	177,300	54,400	52,100	2.6
Oklahoma	147,400	70,700	38,000	38,700	4.8
Oregon	111,500	46,600	34,500	30,400	4.2
Pennsylvania	277,400	155,300	52,500	69,600	2.3
R.I.	23,100	16,100	3,100	3,900	2.4
S.C.	67,500	37,400	16,400	13,700	2.1
S.D.	40,200	20,300	9,600	10,300	5.8
Tennessee	164,800	74,700	49,300	40,800	3.5
Texas	461,800	238,500	117,400	105,900	3.2
Utah	90,400	32,300	25,500	32,600	6.1
Vermont	19,600	11,700	3,900	4,000	3.8
Virginia	123,900	72,200	24,100	27,600	2.3
Washington	187,400	86,500	53,800	47,100	4.5
West Virginia	66,000	25,200	18,600	22,200	3.3
Wisconsin	188,800	119,900	32,600	36,300	4.0
Wyoming	28,800	9,200	9,900	9,700	6.1
U.S. Total	7,010,000	3,755,000	1,709,000	1,546,000	3.1

Note: Beginning with the 1982 motorcycle population estimates, the South and East regional definitions by state have been revised (Delaware, D.C., Maryland, and West Virginia have been moved from the South to the East) to conform with the regional definitions used in other MIC reports.

*See page 6 for model type definitions.

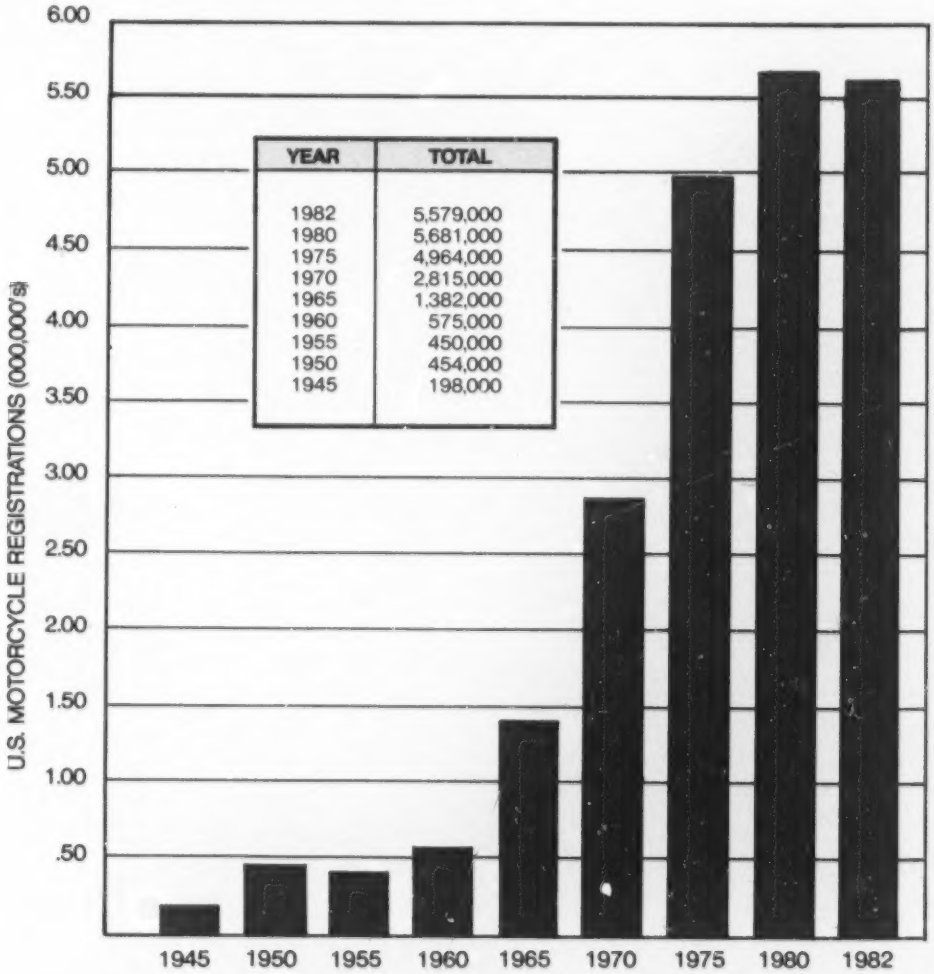
Source: 1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.
1980 Census of Population and Housing, United States Summary, U.S. Department of Commerce, Bureau of the Census, April 1981.

TOTAL MOTORCYCLE REGISTRATIONS By YEAR

Of the 7.0 million motorcycles in use in the United States, an estimated 5.6 million, or 80%, were registered for use on public roads in 1982. In order to be registered for use on public roads, motorcycles must be in compliance with the Federal Motor Vehicle Safety Standards and the state motorcycle equipment requirements. The equipment requirements for street registered motorcycles are summarized on page 39.

The motorcycle industry has experienced phenomenal growth in the last twenty years. Since 1960 motorcycle registrations have increased tenfold, while automobile registrations have only doubled.

U.S. TOTAL MOTORCYCLE REGISTRATIONS 1945-1982



YEAR	TOTAL
1982	5,579,000
1980	5,681,000
1975	4,964,000
1970	2,815,000
1965	1,382,000
1960	575,000
1955	450,000
1950	454,000
1945	198,000

Source: U.S. Department of Transportation, Federal Highway Administration for 1945-1975 motorcycle registrations.
Motorcycle Safety Foundation, Chadds Ford, Pennsylvania for 1980 and subsequent year motorcycle registrations.

TOTAL MOTORCYCLE REGISTRATIONS By STATE

In 1982 motorcycle registrations accounted for 3.4% of all motor vehicles registered for use on public roads in the United States.

Regionally, the greatest portion of the nation's motorcycle registrations (33.7%) occurred in the Midwest. The South (24.9%) was second in motorcycle registrations, followed by the West (24.4%). The East (17.0%) reported the smallest portion of U.S. motorcycle registrations.

The five leading states, California, Texas, Illinois, Ohio, and Iowa, accounted for almost one third of the estimated 5.6 million motorcycles registered in 1982.

U.S. TOTAL MOTORCYCLE REGISTRATIONS BY STATE 1973-1982

State	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
Alabama	75,465	78,059	74,513	63,072	71,710	66,178	74,426	73,978	75,220	70,960
Alaska	11,306	11,760	12,639	13,292	13,290	12,249	9,607	10,651*	8,888	10,897*
Arizona	56,700	65,018	67,843	60,278	65,143	69,171	76,637	81,846	86,216	84,776
Arkansas	39,235	44,955	36,954	33,096	31,351	31,399	33,462	34,106	30,388	25,938
California	638,776	672,121	668,460	667,363	678,538	662,884	729,181	737,774	731,310	645,000
Colorado	81,740	92,725	95,315	95,787	105,819	118,753	117,593	115,500*	121,510*	119,079
Conn.	58,272	65,346	65,345	69,966	70,049	73,109	73,963	77,456	80,470	79,932
Delaware	6,053	7,451	7,647	7,153	8,137	8,565	11,508	8,261	8,348	8,216
Dist. of Col.	4,586	4,341	3,781	3,922	3,971	3,525	3,573	5,339	5,768	5,896
Florida	151,959	187,540	164,982	180,998	93,337	152,935	220,465	197,541	225,441	221,571
Georgia	90,933	104,600	98,095	93,546	98,188	102,620	105,058	118,453	112,517	110,795*
Hawaii	10,225	9,940	5,962	6,214	6,299	6,321	6,635	9,696	10,700	11,317
Idaho	43,295	46,237	44,428	43,134	44,650	46,715	51,417	56,287	55,975	53,302
Illinois	177,834	207,840	218,073	227,391	238,645	247,795	281,406	289,436	305,727	285,188
Indiana	102,284	145,033	142,427	140,741	153,154	154,330	167,067	179,741	172,574	160,071
Iowa	118,715	138,201	149,357	151,829	160,124	174,764	204,133	219,221	233,172	234,985
Kansas	99,399	92,354	90,329	86,789	85,190	84,832	95,105	92,218	140,677	106,566
Kentucky	49,353	58,034	61,027	59,351	61,405	60,989	62,132	62,057*	65,000	60,958
Louisiana	44,686	59,722	53,541	57,832	68,966	72,420	76,393	75,000*	75,000*	109,312
Maine	20,441	25,832	27,095	27,584	32,797	35,356	42,947	38,133	39,857	38,872
Maryland	47,274	65,077	64,707	66,298	69,191	68,325	77,029	74,250	80,289	78,829
Mass.	68,690	82,881	81,249	72,614	86,240	83,854	100,506	98,935*	100,369	108,410*
Michigan	268,754	299,834	291,722	267,306	261,090	242,400	251,290	254,129	243,858	230,794
Minn.	121,490	139,304	137,995	151,270	149,008	137,220	177,548	157,815	166,151	159,345
Miss.	31,824	34,618	30,911	28,413	27,986	28,989	24,504	22,059	29,273	29,068
Missouri	95,314	108,869	101,968	96,201	95,099	87,053	100,922	118,284	142,488	117,787
Montana	36,856	39,692	39,225	38,580	46,784	54,051	61,000	35,100*	35,470	45,702
Nebraska	42,834	49,209	50,130	52,383	50,446	49,960	54,967	52,149	50,371	47,887
Nevada	15,674	17,147	17,750	18,260	19,961	20,667	23,084	19,958	21,008	21,940
N.H.	21,468	27,145	27,121	25,957	27,852	41,370	32,883	44,815	43,462	49,196*
New Jersey	70,605	84,621	83,531	86,753	91,087	89,741	102,318	102,425*	106,753*	114,112*
New Mexico	31,217	33,622	35,263	37,699	38,885	42,691	46,947	50,576	52,810	58,587
New York	89,624	107,598	112,885	120,695	132,376	144,438	179,042	208,727	160,619	157,792
N.C.	95,917	117,515	111,551	105,633	104,216	97,256	103,751	114,615	110,156*	110,000
N.D.	18,780	22,429	24,782	24,627	26,063	27,075	28,165	29,613	31,115	31,312
Ohio	225,610	238,087	232,390	254,482	253,686	239,490	267,100	285,600*	185,678*	277,143
Oklahoma	94,304	104,221	107,671	109,621	110,035	114,108	124,925	125,380	129,704	137,369*
Oregon	95,563	71,817	73,268	83,821	84,822	74,276	81,267	90,301	92,316	90,261
Penn.	223,156	281,157	339,437	361,918	183,539	183,045	217,757	269,565	190,480*	227,752
R.I.	17,939	20,085	20,152	19,919	24,892	24,333	23,428	22,442*	23,789*	22,895
S.C.	39,888	56,706	40,926	45,801	41,293	35,411	37,450	38,875	42,257	35,028
S.D.	19,758	23,019	24,041	25,127	26,636	27,667	31,178	35,045	38,265	38,418
Tenn.	79,148	98,178	95,723	85,763	86,653	82,888	85,251	84,121	83,179	83,269
Texas	242,966	279,475	273,863	270,089	285,735	218,966	291,510	310,000*	300,330	312,924*
Utah	46,974	52,065	51,068	50,357	53,168	52,507	61,844	63,153	66,653*	66,934*
Vermont	10,332	13,435	13,859	14,681	16,862	18,205	20,826	23,293	29,449*	21,812
Virginia	70,362	89,978	91,151	72,302	75,688	72,175	79,492	80,518	87,951	80,515
Washington	91,849	110,162	110,211	111,825	115,441	106,978	131,341	135,899	139,931	131,667
West Va.	56,183	60,201	60,404	54,062	56,429	47,130	37,605	39,518	37,680	37,680
Wisconsin	83,631	104,898	115,571	125,161	133,173	143,661	185,206	191,725	190,961	188,863
Wyoming	15,029	16,245	15,732	17,288	16,051	17,867	19,606	19,900*	20,763*	21,937
TOTAL	4,350,270	4,966,399	4,964,070	4,984,244	4,881,150	4,858,707	5,502,450	5,681,479	5,618,336	5,578,859

Note: See footnote on page 35 for types of vehicles included in 1980-1982 state total motorcycle registrations. *Estimates

Source: U.S. Department of Transportation, Federal Highway Administration for total registrations prior to 1980.
Motorcycle Safety Foundation, Chadds Ford, Pennsylvania for 1980 and subsequent years.

ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE By STATE

In 1982 the motorcycle industry generated an estimated $4.96 billion in consumer sales and services and state taxes and licensing, of which $1.8 billion, or 36.5% is attributed to retail sales of new motorcycles.

In addition to this $4.96 billion generated by the retail marketplace, major contributions to the economic value of the industry in personnel salaries, product advertising, corporate and personal income taxes, etc., are made by the manufacturers and distributors of new motorcycles, parts and accessories, and the trades allied to the industry.

1982 ESTIMATED ANNUAL ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE BY STATE

State	1982 Estimated Annual* Economic Value of the Retail Marketplace	1982 Estimated Retail Sales of New Motorcycles		State	1982 Estimated Annual* Economic Value of the Retail Marketplace	1982 Estimated Retail Sales of New Motorcycles	
	$000's	Units	$000's		$000's	Units	$000's
Alabama	$ 74,270	17,000	$ 27,480	Montana	33,790	6,200	12,840
Alaska	29,290	7,000	11,130	Nebraska	50,180	9,200	19,070
Arizona	79,080	16,800	29,260	Nevada	26,000	5,000	9,880
Arkansas	83,950	21,100	31,060	New Hampshire	34,000	5,600	12,920
California	598,890	112,000	215,600	New Jersey	96,620	16,100	35,750
Colorado	103,890	15,500	38,440	New Mexico	41,290	7,200	15,690
Connecticut	51,870	8,000	19,710	New York	241,280	44,000	86,860
Delaware	9,680	1,700	3,680	North Carolina	88,780	15,900	32,850
Dist. of Col.	680	50	260	North Dakota	30,320	5,500	11,520
Florida	178,640	34,100	64,310	Ohio	189,920	33,200	68,370
Georgia	96,620	20,700	35,750	Oklahoma	119,830	23,300	43,140
Hawaii	Not Avail.	Not Avail.	Not Avail.	Oregon	69,050	15,000	25,550
Idaho	37,680	7,500	14,320	Pennsylvania	201,780	32,700	72,640
Illinois	212,360	33,700	76,450	Rhode Island	15,630	2,650	5,940
Indiana	125,580	22,000	45,210	South Carolina	46,820	10,300	17,790
Iowa	106,270	21,600	39,320	South Dakota	27,370	5,000	10,400
Kansas	65,840	12,400	24,360	Tennessee	100,620	21,000	37,230
Kentucky	39,340	9,500	14,950	Texas	372,560	73,100	134,120
Louisiana	121,940	27,900	43,900	Utah	70,730	13,600	26,170
Maine	39,370	7,200	14,960	Vermont	15,900	2,900	6,040
Maryland	51,680	8,400	19,640	Virginia	85,190	14,800	31,520
Massachusetts	78,600	12,300	29,080	Washington	121,390	24,000	43,700
Michigan	171,720	30,800	61,820	West Virginia	32,710	7,500	12,430
Minnesota	148,500	25,700	53,460	Wisconsin	163,500	26,900	58,860
Mississippi	61,540	15,000	22,770	Wyoming	22,370	4,300	8,500
Missouri	92,400	17,100	34,190	U.S. Total	$4,957,310	930,000	$1,810,890

Note: New motorcycle retail sales include all-terrain vehicles and nopeds (limited speed motor-driven cycles under 50 cc which are not generally defined by state as mopeds). Excludes mopeds.

* The MIC 1982 Motorcycle Retail Outlet Profile Survey provided a new and more reliable information source to more accurately estimate the 1982 economic value of the motorcycle retail marketplace; therefore **no direct comparisons should be made with 1981 and subsequent year estimates.** The 1982 estimated annual economic value of the retail marketplace includes retail sales of motorcycles (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees. Revenues from industry publications, corporate income taxes, personal income tax from non-dealer salaries, motorcycle and aftermarket manufacturer and distributer personnel salaries and advertising, and special events attendance are not included.

Source: "1982 Estimated Retail Sales of New Motorcycles" for each state was derived by the Motorcycle Industry Council from the MIC Manufacturers Shipment Reporting System. "1982 Estimated Annual Economic Value of the Motorcycle Retail Marketplace" was derived by the Motorcycle Industry Council for each state by using as a determinant the percent of the annual motorcycle industry economic value represented by the estimated retail sales dollars for new motorcycles in a sample of states.

NEW MOTORCYCLE SALES SUMMARY: IMPORTS, WHOLESALE AND RETAIL SALES, AND INVENTORIES

In 1982, an estimated 1,195,000 motorcycles and all-terrain vehicles were imported, primarily from Japan, and an estimated 105,000 units were manufactured domestically. 1982 estimated wholesale sales to dealers of new motorcycles were 1,015,000 units and estimated retail sales were 930,000 units.

U.S. manufacturer and distributor warehouse inventories of new motorcycles are estimated to be about 825,000 units, and new motorcycle unit inventories for franchised dealers are estimated to be about 635,000 units.

NEW MOTORCYCLE UNIT SALES SUMMARY, 1969-1982
IMPORTS, U.S. PRODUCTION, WHOLESALE AND RETAIL SALES, AND INVENTORIES

Year	U.S. Motorcycle[1] Imports	Est. U.S.[2] Production	Total U.S. Production & Imports	Est. Whole-[3] sale Units	Est. U.S. Manufacturer/ Distributor Inventory	Est.[4] Retail Units	Est. Dealer Inventory
	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)
bef. 1969	N/A	N/A	N/A	N/A	N/A	N/A	75**
1969	640	40	680	660	20	670	65
1970	1,090	35	1,125	1,040	105	1,010	95
1971	1,540	25	1,565	1,340	330	1,240	195
1972	1,690	35	1,725	1,400	655	1,360	235
1973	1,210	45	1,255	1,580	330	1,520	295
1974	1,540*	40	1,580	1,200	710	1,200	295
1975	950*	40	990	910	790	940	265
1976	660*	80	740	1,050	480	1,050	265
1977	860*	110	970	1,100	350	1,080	285
1978	935*	80	1,015	1,000	365	975	310
1979	890*	120	1,010	1,090	285	1,085	315
1980	1,120*	130	1,250	1,190	345	1,065	440
1981	1,225*	125	1,350	1,155	540	1,045	550
1982	1,195*	105	1,300	1,015	825	930	635

Includes motorcycles, scooters, all-terrain vehicles, and nopeds (limited speed motor-driven cycles under 50 cc's which are not generally defined by state as mopeds). Mopeds are not included. See note below for more details.

* Excludes estimated moped imports (motorized bicycles) as follows:

1974	13,000	1977	190,000	1980	180,000
1975	32,000	1978	350,000	1981	67,000
1976	78,000	1979	130,000	1982	18,000

Estimated imports of all-terrain vehicles included in 1981 and 1982 imports.

** 1969 estimated dealer inventory based on 3,000 estimated dealerships with a 25 unit inventory each.

[1]Source: U.S. Motorcycle Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.

[2]Source: MIC estimate derived from R.L. Polk & Co. new motorcycle registrations and information offered by U.S. manufacturers.

[3]Source: Total industry wholesale sales to dealers were estimated by MIC from wholesale sales by major brands (MIC Manufacturers Shipment Reporting System, 1972-1982, and MIC Distributor Industry Profile, 1969-1971), adjusted to include sales by other brands according to the estimated market share represented by the major brands based on new motorcycle registrations (R.L. Polk & Co., Detroit, Michigan).

[4]Source: Total industry retail sales were estimated by MIC from new motorcycle registrations (R.L. Polk & Co., Detroit, Michigan), adjusted for the unregistered portion according to the % of registrations among wholesale sales by major brands (MIC Manufacturers Shipment Reporting System and MIC Distributor Industry Profile).

U.S. MOTORCYCLE IMPORTS By YEAR, COUNTRY ENGINE DISPLACEMENT

In 1982, 917,000 motorcycles with a dutiable value of $1.1 billion were imported into the United States. Of these units imported, 97.9% were from Japan, 1.8% from European countries, and .3% from other countries. In addition to these motorcycles, 18,000 mopeds or motorized bicycles were imported in 1982, primarily from European countries. All-terrain vehicles are not included.

The imports with relatively small engines, less than 191 cc displacement, represented 34% of the total units imported, but only 14% of the total dutiable dollar volume. Motorcycle imports with relatively large engines, over 290 cc displacement, represented another 56% of the units imported and 78% of the total dutiable dollar volume in 1982.

U.S. MOTORCYCLE IMPORTS BY COUNTRY 1976-1982

	1976	1977	1978	1979	1980	1981	1982
Japan							
Units	598,329	796,406	882,038	848,959	1,072,856	1,032,520	897,861
$ Value	$414,512,944	$532,843,349	$741,232,155	$825,909,951	$1,091,699,966	$1,270,949,357	$1,079,362,753
European Countries							
Units	54,683*	58,612*	50,623*	33,824*	40,455*	22,112*	16,100*
$ Value	$ 49,516,290	$ 51,881,312	$ 54,297,847	$ 40,121,247	$ 44,199,496	$ 39,213,065	$ 27,977,592
All Others							
Units	6,262*	4,826*	2,825*	3,969*	6,905*	2,081*	3,242*
$ Value	$ 2,039,747	$ 3,189,543	$ 1,737,985	$ 4,258,537	$ 6,036,560	$ 3,624,403	$ 2,827,574
Total							
Units	659,274*	859,844*	935,486*	886,752*	1,120,216*	1,056,713*	917,203*
$ Value	$466,068,981	$587,914,204	$797,267,987	$870,289,735	$1,141,936,022	$1,313,786,825	$1,110,167,919

Dollar Value = Dutiable value for 1975-1979 and C.I.F. value for 1980, 1981, and 1982. All-terrain vehicles not included.

U.S. MOTORCYCLE IMPORTS BY ENGINE DISPLACEMENT 1976-1982

	1976	1977	1978	1979	1980	1981	1982
90cc & Under							
Units	101,280*	204,051*	215,686*	215,915*	263,423*	208,250*	219,398*
$ Value	$ 24,335,375	$ 49,161,419	$ 61,334,772	$ 68,969,438	$ 89,161,571	$ 82,073,730	$ 80,834,922
91-190cc							
Units	156,958	205,307	194,574	174,985	155,217	105,729	93,496
$ Value	$ 69,944,201	$ 92,889,252	$101,809,976	$104,594,318	$ 100,497,911	$ 72,735,850	$ 71,192,549
191-290cc							
Units	46,342	63,744	88,825	64,129	137,394	86,719	87,897
$ Value	$ 31,672,047	$ 42,849,851	$ 74,074,397	$ 58,187,405	$ 117,264,253	$ 80,211,503	$ 86,287,827
Over 290cc							
Units	319,092	364,429	417,600	420,845	547,513	652,198	512,855
$ Value	$314,135,790	$388,864,396	$554,167,690	$633,943,432	$ 828,501,774	$1,077,495,745	$ 870,464,988
Unspecified							
Units	35,602	22,313	18,801	10,878	16,669	3,817	3,557
$ Value	$ 25,981,568	$ 14,149,286	$ 5,881,152	$ 4,575,142	$ 6,510,513	$ 1,269,997	$ 1,387,633
Total							
Units	659,274*	859,844*	935,486*	886,752*	1,120,216*	1,056,713*	917,203*
$ Value	$466,068,981	$587,914,204	$797,267,987	$870,289,735	$1,141,936,022	$1,313,786,825	$1,110,167,919

Dollar Value = Dutiable value for 1975-1979 and C.I.F. value for 1980, 1981, and 1982.

All-terrain vehicles not included.

*Excludes estimated imports of mopeds (motorized bicycles) as follows:

1976— 78,920 units, $16,909,569
1977—192,677 units, $45,494,126
1978—350,027 units, $90,470,166
1979—129,663 units, $36,775,715
1980—182,037 units, $61,714,528
1981— 66,779 units, $23,097,891
1982— 18,145 units, $ 4,384,230

Source: U.S. Dept. of Commerce, Domestic and International Business Administration.

U.S. Motorcycle Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.

NEW MOTORCYCLE WHOLESALE SALES By MAJOR BRANDS

In 1982 estimated wholesale sales of new motorcycles to dealers by the five leading brands (Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha) in the United States were 996,631 units valued at a wholesale dollar volume of $1.56 billion and an estimated retail dollar volume of $1.94 billion.

Of the total units wholesaled in 1982, 48.3% were on-highway motorcycles, 47.1% were off-highway motorcycles, and the remaining 4.6% were dual purpose motorcycles. About seven tenths (71.0%) of the new motorcycles shipped to dealers in 1982 had four-cycle engines, and almost two thirds (64.3%) had an engine displacement less than 350 cubic centimeters. The five leading states in wholesale units sales, California, Texas, New York, Florida and Illinois, accounted for almost one third of the total U.S. wholesale sales in 1982.

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS, 1978-1982

				Units									
				Model Type			Engine Type		Displacement Size (cc)				
	Wholesale $ Volume	Est. Retail $ Volume	Total Units	On-Highway	Off-Highway	Dual Purpose	Two Stroke	Four Stroke	Under 125 cc	125-349 cc	350-449 cc	450-749 cc	750 cc & Up
	($000's)	($000's)											
1978 (% of Total Units)	$1,115,812	$1,415,020	962,251 (100.0%)	475,958 (49.5%)	321,288 (33.4%)	165,005 (17.1%)	357,479 (37.2%)	604,772 (62.8%)	325,903 (33.9%)	195,699 (20.3%)	107,490 (11.1%)	114,745 (12.0%)	218,414 (22.7%)
1979 (% of Total Units)	$1,348,945	$1,689,895	1,046,577 (100.0%)	584,316 (55.8%)	320,590 (30.6%)	141,671 (13.6%)	356,360 (34.1%)	690,217 (65.9%)	361,410 (34.5%)	192,348 (18.4%)	129,047 (12.3%)	151,620 (14.5%)	212,152 (20.3%)
1980 (% of Total Units)	$1,702,130	$2,136,866	1,156,843 (100.0%)	711,295 (61.4%)	332,753 (28.9%)	112,795 (9.7%)	314,854 (27.2%)	841,989 (72.8%)	322,294 (27.9%)	263,336 (22.8%)	133,069 (11.5%)	182,202 (15.7%)	255,942 (22.1%)
1981 (% of Total Units)	$1,861,821	$2,326,790	1,137,918 (100.0%)	669,062 (58.8%)	391,599 (34.4%)	77,257 (6.8%)	271,833 (23.9%)	866,285 (76.1%)	270,743 (23.8%)	301,357 (26.5%)	78,476 (6.9%)	225,589 (19.8%)	261,753 (23.0%)
1982 (% of Total Units)	$1,557,419	$1,940,729	996,631 (100.0%)	481,574 (48.3%)	469,113 (47.1%)	45,944 (4.6%)	288,813 (29.0%)	707,818 (71.0%)	325,678 (32.7%)	315,036 (31.6%)	26,955 (2.7%)	112,243 (11.3%)	216,719 (21.7%)

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS IN TEN LEADING STATES, 1978-1982

State	1982 Rank	1982 Units	1981 Rank	1981 Units	1980 Rank	1980 Units	1979 Rank	1979 Units	1978 Rank	1978 Units
California	1	120,034	1	139,336	1	134,773	1	146,072	1	117,981
Texas	2	78,307	2	78,228	2	79,142	2	73,097	2	61,875
New York	3	47,127	4	47,283	4	53,154	3	43,053	5	39,431
Florida	4	36,579	3	48,953	3	53,374	4	42,757	9	31,073
Illinois	5	36,075	5	42,364	6	44,044	5	40,453	3	41,673
Ohio	6	35,619	7	41,122	7	40,846	6	37,712	4	41,250
Pennsylvania	7	35,039	6	41,731	5	44,279	8	35,703	6	34,737
Michigan	8	32,935	8	38,391	9	34,651	9	34,547	7	33,223
Louisiana	9	29,868	9	36,630	8	36,071	—	—	—	—
Wisconsin	10	28,826	—	—	—	—	—	—	—	—
Minnesota	—	—	10	35,774	—	—	—	—	—	—
Iowa	—	—	—	—	10	34,430	7	36,357	10	30,010
Washington	—	—	—	—	—	—	10	30,330	—	—
Indiana	—	—	—	—	—	—	—	—	8	31,224

NOTE: Includes all-terrain vehicles and nopeds (limited speed motor-driven cycles under 50 cc's which are not generally defined by state as mopeds). Excludes mopeds. See page 6 for model type definitions.

Source: Manufacturers Shipment Reporting System, Annual Statistical Report, 1978-1982, Motorcycle Industry Council, Inc., Costa Mesa, California. Includes wholesale shipments to dealers by Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha.

NEW MOTORCYCLE REGISTRATIONS By STATE

In 1982 first-time registrations of new motorcycles for use on public roads in the United States were reported to be 689,316 or 74% (excluding Oklahoma) of the estimated 930,000 new motorcycle retail sales.

The five leading states, California, Texas, Illinois, Florida and New York, reported over one third (36%) of the nation's new motorcycle registrations. A slightly greater portion of the estimated retail sales of new motorcycles tends to be registered for use on-highway in the midwestern and eastern states than in the western and southern states.

NEW MOTORCYCLE REGISTRATIONS BY STATE, 1977-1982

Total U.S.	1977 848,588	1978 764,097	1979 861,185	1980 838,193	1981 794001	1982 689,316
State						
Alabama	18,325	14,400	16,630	14,869*	13,906*	15,577*
Alaska	3,631	2,636	2,099*	2,151*	2,626*	1,917*
Arizona	10,202	9,134	10,074	10,760	9,913	8,575
Arkansas	533	3,200	5,622	6,219	6,578	5,832*
California	106,106	110,072	115,978	95,966	83,325	80,153
Colorado	13,792	12,572	15,790	14,018	14,295	11,789
Conn.	9,026	8,500	11,493	10,961	10,052	8,030
Delaware	1,408	1,191	1,792	1,607	1,699	1,258
D.C.	763	519	703	648	620	750
Florida	30,890	26,994	33,129	40,363*	38,467*	33,329*
Georgia	21,662	19,055	22,866	24,380	21,023*	16,235*
Hawaii	1,344	1,900	665	1,669	1,442	1,224
Idaho	9,937	8,623	9,213	8,179	5,973	4,893
Illinois	41,157	35,168	36,507	35,022*	36,228*	36,777*
Indiana	24,560	21,267	21,306	20,885	18,534	14,737
Iowa	18,747	22,953	31,712	28,570	25,573	14,144
Kansas	11,594	10,231	13,984	14,085	13,131	11,443*
Kentucky	10,697	8,137	6,490	6,068	6,786	5,375
Louisiana	19,749	18,487	20,251*	29,045*	31,830*	26,229*
Maine	5,243	5,244	5,455	6,070	6,140	4,838
Maryland	14,386	11,726	12,172	11,668	10,132	7,323
Mass.	12,231	9,815	11,836	11,797	11,621	9,463
Michigan	38,561	29,901	29,930	23,644	25,312	22,957
Minn.	21,039	18,385	20,001	21,649	21,981*	17,605*
Miss.	9,045	8,989	9,346*	11,271*	12,002*	11,736*
Missouri	16,239	13,336	16,435	16,378*	15,936*	13,853*
Montana	7,028	5,541	4,870	5,088	5,015	3,739
Nebraska	8,413	7,037	8,505	8,470	8,100	5,833*
Nevada	3,642	3,584	4,425	3,494	3,126	2,542
N.H.	5,668	4,152	5,958	5,570	5,560	4,476
New Jersey	20,012	17,195	19,617	19,496	13,046	11,638
New Mexico	7,881	7,529	8,001	8,098	8,485*	8,031*
New York	35,267	31,197	38,684	36,897	34,589	32,213
N.C.	11,752	8,370	7,828	12,285	10,803	8,871
N.D.	4,090	3,724	3,678	4,256	4,464	3,444
Ohio	38,783	32,329	32,966	30,197	29,209	23,433
Oklahoma	N/A	N/A	N/A	N/A	N/A	N/A
Oregon	18,802	16,329	16,621*	15,288*	13,823*	12,427*
Penn.	37,796	30,751	35,936	35,232	31,686	27,646
R.I.	3,166	2,440	2,883	3,507	2,972	2,624
S.C.	5,780	4,815	5,308	6,435	7,379	6,843
S.D.	3,481	4,216	4,966*	5,298*	5,997*	4,226*
Tenn.	12,894	11,609	11,252	11,390	10,793	10,001
Texas	68,035	61,603	78,067	75,235	71,024*	65,641*
Utah	10,711	9,691	11,745	10,227	11,897	9,731*
Vermont	2,695	2,403	2,467	2,602	2,155	2,266*
Virginia	9,770	9,840	10,740	10,392	10,704	8,769
Washington	32,544	28,708	32,756	29,066*	26,485*	23,729*
West Va.	7,481	5,389	5,787	5,211	4,750	3,867
Wisconsin	18,708	19,918	23,367	23,255	23,297	18,489
Wyoming	3,322	3,292	3,279	3,262	3,517	2,795*

* New registrations in these states include an unusually high percentage (5%-50%) of off-highway motorcycles and all-terrain vehicles.

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan, Oklahoma excluded. Permission for further use must be obtained from R.L. Polk & Co.

NEW MOTORCYCLE REGISTRATIONS By LEADING BRANDS

The nation's five major brands accounted for 98.6% of the new motorcycles registered for use on public roads in 1982. Honda, the leading brand during the past two decades, ranked first in 1982 with 43.2% of the street registered market, followed by Yamaha with 22.8%, Suzuki with 14.7% and Kawasaki with 13.2%. Harley-Davidson ranked fifth in 1982 with 4.7% of the new motorcycle registrations. The market share for each of the remaining motorcycle brands distributed in the United States was reported to be less than 1% in 1982.

NEW MOTORCYCLE REGISTRATIONS 10 LEADING BRANDS BY MARKET SHARE, 1977-1982

	1982		1981		1980		1979		1978		1977	
Make	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share
Honda	1	43.2%	1	37.5%	1	38.8%	1	39.2%	1	35.3%	1	40.5%
Yamaha	2	22.8%	2	25.4%	2	23.4%	2	23.1%	2	25.9%	2	21.2%
Suzuki	3	14.7%	4	14.0%	4	15.2%	4	13.3%	4	13.2%	4	11.2%
Kawasaki	4	13.2%	3	16.2%	3	15.7%	3	14.9%	3	15.5%	3	16.8%
Harley-Davidson	5	4.7%	5	5.2%	5	4.9%	5	6.3%	5	6.6%	5	6.1%
BMW	6	.6%	7	.4%	7	.4%	6	.7%	7	.6%	6	.9%
Vespa	7	.3%	6	.5%	6	.8%	7	.7%	–	–	–	–
Husqvarna	8	.2%	9	.2%	9	.2%	10	.3%	9	.4%	10	.3%
Can Am	9	.1%	10	.1%	10	.1%	–	–	–	–	–	–
Moto Guzzi	10	.1%	–	–	–	–	–	–	–	–	–	–
Triumph	–	–	8	.2%	8	.3%	8	.6%	6	.8%	7	.7%
Hodaka	–	–	–	–	–	–	9	.3%	8	.5%	8	.6%
Bultaco	–	–	–	–	–	–	–	–	10	.3%	9	.3%

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan, Oklahoma excluded. Permission for further use must be obtained from R.L. Polk & Co.

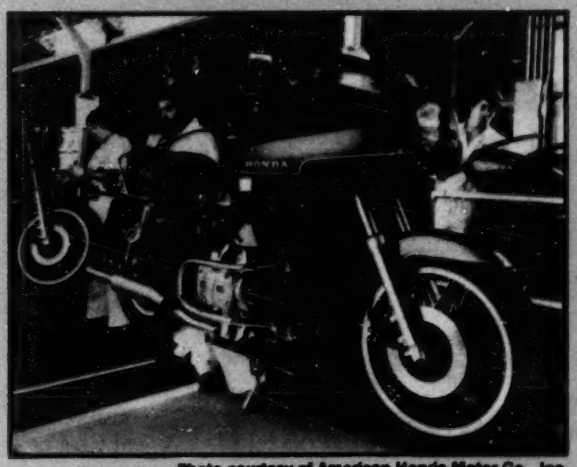


Photo courtesy of American Honda Motor Co., Inc.

MANUFACTURERS & DISTRIBUTORS

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS AND DISTRIBUTORS

In 1982 the five leading brands distributed in the United States, Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha, accounted for roughly 98% of the nation's estimated 930,000 new motorcycle retail sales.

Four of the five major brands are manufactured in Japan and have been distributing motorcycles in the U.S. a relatively short time, about twenty years. Harley-Davidson, the fifth ranking brand, has been manufacturing and distributing motorcycles in the U.S. for over seventy years. The five leading U.S. distributors also sell a wide range of non-motorcycle related products in the U.S., including automobiles, snowmobiles, mopeds, golf carts, go carts, power products, and sailboats.

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

Brand	U.S. Motorcycle Distributor	Motorcycle Manufacturer	Year of U.S. Incorporation	Other Products Sold in U.S.
Harley-Davidson	Harley-Davidson Motor Co., Inc. 3700 W. Juneau Avenue Milwaukee, WI 53201 (414) 342-4680	Same as distributor	1907	Motorcycle accessories.
Honda	American Honda Motor Company, Inc. 100 West Alondra Blvd. Gardena, CA 90247 (213) 321-8680	Honda Motor Co., Ltd. No. 27-8, 6 Chome, Jingumae Shibuya-Ku, Tokyo, 150, Japan Honda America Mfg., Inc. 24000 U.S. Route 33, P.O. Box 420 Marysville, Ohio 43040	1959	Automobiles, automobile accessories, motorcycle accessories, power products (generators, rototillers, outboards, lawn-mowers), all-terrain vehicles, mopeds (motorized bicycles).
Kawasaki	Kawasaki Motors Corp., U.S.A. 2009 E. Edinger Avenue Santa Ana, CA 92705 (714) 835-7000	Kawasaki Heavy Industries, Ltd. 1-1, Kawasaki-cho Akashi 673, Hyogo-ken, Japan Kawasaki Motors Manufacturing 6600 N.W. 27th St. Lincoln, Nebraska 68524	1967	Jet Skis, accessories for motorcycles and Jet Skis, small engines, generators, all-terrain vehicles.
Suzuki	U.S. Suzuki Motor Corp. 3251 East Imperial Hwy. Brea, CA 92621 (714) 996-7040	Suzuki Motor Co., Ltd. Hamamatsu-Nishi, P.O. Box 1 432-91 Hamamatsu, Japan	1963	Motorcycle accessories, outboard engines, generators, all-terrain vehicles.
Yamaha	Yamaha Motor Corp., U.S.A. 6555 Katella Ave. Cypress, CA 90630 (714) 761-7300 (714) 761-7330 (Engineering Div.)	Yamaha Motor Co., Ltd. 2500 Shingai, Iwata-Shi Shizuoka-Ken, Japan	1960	Snowmobiles, snowmobile and motorcycle accessories, go cart engines, go carts, golf carts, generators, mopeds (motorized bicycles), scooters, all-terrain vehicles, sailboats, outboard engines.

Source: Information obtained by the Motorcycle Industry Council from the U.S. distributors above.

OTHER U.S. MOTORCYCLE MANUFACTURERS/ DISTRIBUTORS

While the five major brands accounted for roughly 98% of 1982 retail sales in the United States, the remaining 2% of new motorcycle sales are distributed among over thirty brands.

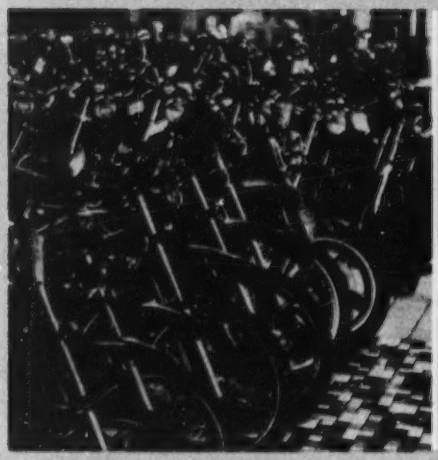
About two thirds of the motorcycle sales from these thirty brands are generated by BMW, Bultaco, Can-AM, Husqvarna, Moto Guzzi, Triumph, and Vespa. Although the U.S. motorcycle market share for most of these brands listed below is quite small, some of these brands are major contributors to foreign markets.

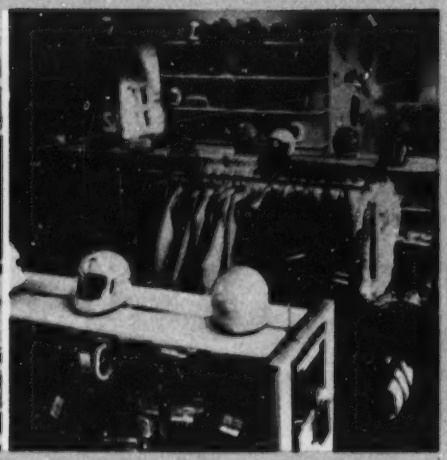
OTHER 1983 U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

BRAND	PRIMARY U.S. MANUF./DIST.	COUNTRY OF MANUFACTURE
Ammex	Apache Limited 20872 Currier Road Walnut, California 91789 (714) 598-1985	Mexico
Bajaj	Bajaj America 1237 Gadsden Street Columbia, South Carolina 29201 (803) 779-5361	India
Benelli	Benelli North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3630	Italy
Bimota	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Italy
BMW	BMW of North America BMW Plaza Montvale, New Jersey 07645 (201) 573-2000	West Germany
Bultaco	Bultaco International Ltd. P.O. Box 62572 Virginia Beach, Virginia 23462 (804) 490-3528	Spain
Can-AM	Bombardier Corporation Can-Am Division 4505 West Superior Duluth, Minnesota 55806 (218) 628-2881	England
Carabela	Carabela U.S.A., Inc. 4129 S. Sheridan Road Tulsa, Oklahoma 74145 (918) 663-5180	Mexico
Derbi	Derbi Motor Corp. of America 1852 Langley Avenue Irvine, California 92714 (714) 556-8961	Spain
Ducati	The VM Group of America 24 Fountain View Suite 100 Houston, Texas 77057 (713) 784-7794	Italy
E-Z Rider	Kinsmen E-Z Rider, Inc. 430 East 16th Street Paterson, New Jersey 07514 (201) 342-7600	U.S.
Heald	Carl Heald, Inc. P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400 (800) 253-1030	U.S.
Husqvarna	Husqvarna Motorcycle Co., Inc. 4925 Mercury Street San Diego, California 92111 (619) 565-1414	Sweden
Italjet	Italjet U.S.A. 13148 Saticoy Street N. Hollywood, California 91605-3495 (213) 982-2000	Italy
Jawa	Jawa Speedway Distributors Inc. 11611 Salinaz Garden Grove, California 92643 (714) 638-5951	Czecho-slovakia
KTM	K T M America 1906 Broadway Lorain, Ohio 44052 (216) 244-2726	Austria
Lambretta	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Italy

BRAND	PRIMARY U.S. MANUF./DIST.	COUNTRY OF MANUFACTURE
Laverda	Slater Brothers P.O. Box 0730 Kenwood, California 95452 (707) 833-2622	Italy
Maico	Maico U.S.A. Inc. 1256 Progress Road Wilroy Industrial Park Suffolk, Virginia 23434 (804) 934-2305 Maico West 110 East Santa Anita Avenue Burbank, California 91502 (213) 841-7752	West Germany
Montesa	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Spain
Moto Guzzi	Benelli North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3630	Italy
Moto Morini	Herdan Corporation Route 61 Port Clinton, Pennsylvania 19549 (215) 562-3155	Italy
Ossa	Slater Brothers P.O. Box 0730 Kenwood, California 95452 (707) 833-2622	Spain
Rickman	Target Motorsport 2724 West Main Street Alhambra, California 91801 (213) 284-3238	England
Riva	Yamaha Motor Corp., USA 6555 Katella Avenue Cypress, California 90630 (714) 761-7300	Japan
Rokon	Rokon, Ltd. Route 202 North Jaffrey, New Hampshire 03452 (603) 532-8335	U.S.
Strociek	Strociek Engineering 10485 Products Rockford, Illionois 61111 (815) 654-0141	U.S.
S W M	S W M — U.S.A. 8336 East Willetta Mesa, Arizona 85207 (602) 986-3060	Italy
Trail-Bronc	Carl Heald, Inc. P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400	U.S.
Tri-Rod	Kendig Industries, Inc. P.O. Box 998 Logan, Ohio 43138 (614) 385-9621	U.S.
Triumph	Triumph Motorcycles America, Inc. P.O. Box 1060 Placentia, California 92670-1060 (714) 996-8200	England
Vespa	Vespa of America Corp. 355 Valley Drive Brisbane, California 94005 (415) 468-0400	Italy

NOTE: This list includes only those companies manufacturing and/or distributing motorcycles in the U.S. as of April 1, 1983. Although this information was obtained from the most authoritative sources available (individual companies were contacted by the Motorcycle Industry Council), the Motorcycle Industry Council is not responsible for accuracy or completeness.





THE RETAIL MARKETPLACE

MOTORCYCLE - RETAIL OUTLETS, EMPLOYEES, AND PAYROLL

Of the estimated 9,660 retail outlets selling motorcycles and related products in the U.S. in 1983, 56% are retail outlets franchised to sell new motorcycles or all-terrain vehicles (ATV's), and 44% are retail outlets specializing in motorcycle parts, accessories, riding apparel, used motorcycles or service, but not franchised to sell new motorcycles or ATV's.

Motorcycle retail outlets employ an estimated 50,220 employees at an estimated annual payroll of $560 million, including owner and manager salaries and advances.

In all states but Alaska retail motorcycle dealers have formed nonprofit associations to engage in government relations and other activities for the good of the motorcycle industry in their state. The MIC recognizes and supports these state associations with several information exchange programs. The addresses of the state associations are listed on page 44 of this publication.

	1983 Franchised Motorcycle Retail Outlets			1983 Non-Franchised Motorcycle Retail Outlets			1983 Total Motorcycle Retail Outlets		
	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)
Total U.S.	5,389	38,260	$ 447,869	4,271	11,960	$ 112,554	9,660	50,220	$ 560.423
State									
Alabama	89	630	7,396	32	90	843	121	720	8,239
Alaska	27	190	2,244	11	30	290	38	220	2,534
Arizona	67	480	5,568	54	150	1,423	121	630	6,991
Arkansas	71	500	5,901	36	100	948	107	600	6,849
California	471	3,340	39,144	541	1,510	14,257	1,012	4,850	53,401
Colorado	106	750	8,809	64	180	1,687	170	930	10,496
Connecticut	59	420	4,903	55	160	1,449	114	580	6,352
Delaware	11	80	914	10	30	264	21	110	1,178
D.C.	1	10	83	5	10	132	6	20	215
Florida	189	1,340	15,707	222	630	5,850	411	1,970	21,557
Georgia	120	850	9,973	66	180	1,739	186	1,030	11,712
Hawaii	5	40	415	9	30	237	14	70	652
Idaho	67	480	5,568	27	80	712	94	560	6,280
Illinois	231	1,640	19,197	214	600	5,640	445	2,240	24,837
Indiana	162	1,150	13,483	147	410	3,874	309	1,560	17,337
Iowa	133	940	11,053	87	240	2,293	220	1,180	13,346
Kansas	96	680	7,978	39	110	1,028	135	790	9,006
Kentucky	63	450	5,236	93	270	2,451	156	720	7,687
Louisiana	94	670	7,812	57	160	1,502	151	830	9,314
Maine	46	330	3,823	37	100	975	83	430	4,798
Maryland	55	390	4,571	49	140	1,291	104	530	5,862
Mass.	79	560	6,566	67	190	1,766	146	750	8,332
Michigan	209	1,480	17,370	171	480	4,506	380	1,960	21,876
Minnesota	146	1,040	12,133	94	260	2,477	240	1,300	14,610
Mississippi	61	430	5,070	23	60	606	84	490	5,676
Missouri	111	790	9,225	70	200	1,845	181	990	11,070
Montana	67	480	5,568	26	70	685	93	550	6,253
Nebraska	82	580	6,815	32	90	843	114	670	7,658
Nevada	26	190	2,161	26	70	685	52	260	2,846
N.H.	45	320	3,740	30	80	791	75	400	4,531
New Jersey	111	790	9,225	107	300	2,820	218	1,090	12,045
New Mexico	51	360	4,239	32	90	843	83	450	5,082
New York	245	1,740	20,362	239	670	6,298	484	2,410	26,660
N.C.	117	830	9,724	83	230	2,187	200	1,060	11,911
N.D.	55	390	4,571	16	40	422	71	430	4,993
Ohio	215	1,530	17,868	316	880	8,328	531	2,410	26,196
Oklahoma	90	640	7,480	53	150	1,397	143	790	8,877
Oregon	94	670	7,812	54	150	1,423	148	820	9,235
Penn.	276	1,950	22,936	268	750	7,063	544	2,700	30,000
R.I.	16	110	1,330	22	60	580	38	170	1,910
S.C.	54	380	4,488	35	100	922	89	480	5,410
S.D.	51	360	4,239	13	40	343	64	400	4,582
Tennessee	103	730	8,560	66	190	1,739	169	920	10,299
Texas	322	2,290	26,761	268	750	7,063	590	3,040	33,824
Utah	68	480	5,651	25	70	659	93	550	6,310
Vermont	32	230	2,660	15	40	395	47	270	3,055
Virginia	93	660	7,729	67	190	1,766	160	850	9,495
Washington	126	890	10,472	55	150	1,449	181	1,040	11,921
West Virg.	53	380	4,405	28	80	738	81	460	5,143
Wisconsin	181	1,290	15,043	103	290	2,714	284	1,580	17,757
Wyoming	47	330	3,906	12	30	316	59	360	4,222

Note: A **franchised motorcycle outlet** is defined as a motorcycle retail outlet franchised to sell new motorcycles or all-terrain vehicles (ATV's). A **non-franchised motorcycle outlet** is defined as a motorcycle retail outlet specializing in the sale of either motorcycle parts, accessories, riding apparel, used motorcycles or ATV's, or service, but not franchised to sell new motorcycles or ATV's. Because of differences in list sources, a direct comparison should not be made between the number of **non-franchised** outlets in 1982 and 1983.

Source: 1983 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Costa Mesa, California, June 1983.

1982 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, March 1983.

MOTORCYCLE OUTLET RETAIL SALES

1982 motorcycle related sales and services by all motorcycle retail outlets nationwide are estimated to be $3.53 billion, of which $3.03 billion are generated by motorcycle outlets franchised to sell new motorcycles and ATV's, and $0.5 billion by non-franchised motorcycle outlets which include parts, accessory, used motorcycle and service stores.

New motorcycles and ATV's represented about one half of the total 1982 motorcycle related retail sales and services. Motorcycle parts, accessories, and riding apparel represented about 30%, used motorcycles just under 10%, and motorcycle service labor 8.0%. Other motorcycle related sales, such as insurance premiums and extended warranties, accounted for 1.5% of the total motorcycle related retail sales and services.

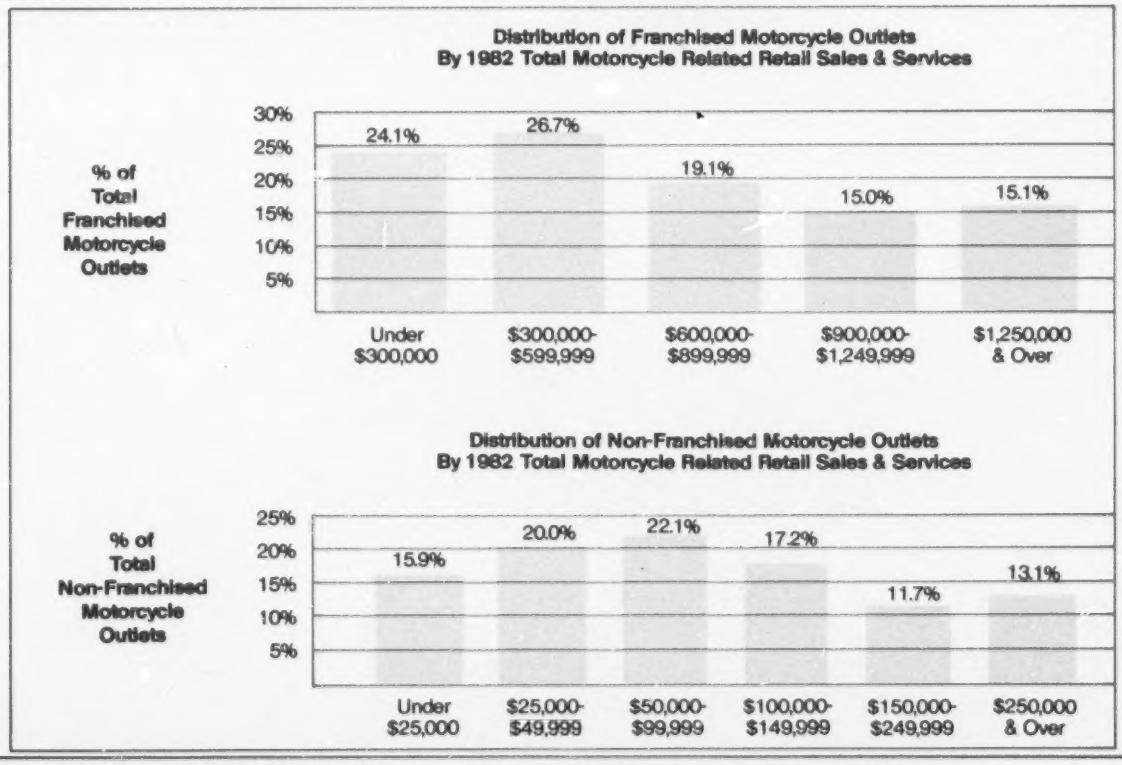
The distribution of franchised and non-franchised motorcycle outlets by their 1982 total motorcycle related retail sales and services is shown below.

1982 ESTIMATED RETAIL SALES BY U.S. MOTORCYCLE OUTLETS

	1982 Estimated Motorcycle Related Retail Sales					
	Franchised M/C Outlets	% of Total	Non-Franchised M/C Outlets	% of Total	All Motorcycle Retail Outlets	% of Total
New Motorcycles & ATV's	$1,810,890,000	59.7%	N/A	N/A	$1,810,890,000	51.2%
Used Motorcycles & ATV's	303,332,000	10.0	$ 34,629,000	6.9%	337,961,000	9.6
Parts, Accessories, & Riding Apparel	664,296,000	21.9	386,496,000	77.2	1,050,792,000	29.7
Service Labor	203,232,000	6.7	79,496,000	15.9	282,728,000	8.0
Other M/C Related Sales	51,566,000	1.7	0	0.0	51,566,000	1.5
Total M/C Related Sales	$3,033,316,000	100.0%	$500,621,000	100.0%	$3,533,937,000	100.0%

Note: The MIC 1982 Motorcycle Retail Outlet Profile Survey provided a new and more reliable source to more accurately estimate motorcycle retail sales; therefore **no direct comparisons should be made with the 1981 estimates.** See page 22 for definition of franchised and non-franchised motorcycle outlets.

DISTRIBUTION OF MOTORCYCLE OUTLETS BY 1982 RETAIL SALES



Source: 1983 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Costa Mesa, California, June 1983.
1982 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, March 1983

MOTORCYCLE RETAIL OUTLET PROFILE

In 1982 the typical franchised motorcycle outlet employed an average of 7.1 persons annually at an average annual payroll of $83,000. The franchised motorcycle outlet had been in business at the same location for an average of 9 years and under its current ownership for an average of 8 years. Franchised motorcycle outlets sold an average of 200 new and 50 used motorcycle and ATV units in 1982. The average total motorcycle related sales and services for a franchised motorcycle outlet was $590,000 in 1982.

In 1982 the typical non-franchised motorcycle outlet employed an average of 2.8 persons annually at an average annual payroll of $26,000. The non-franchised motorcycle outlets had been in business at the same location for an average of 4 years and under its current ownership for an average of 6 years. The average total motorcycle related sales and services for a non-franchised motorcycle outlet was $119,000 in 1982. The distribution by type of motorcycle related sales and services for both franchised and non-franchised outlets is shown below.

1982 MOTORCYCLE RETAIL OUTLET PROFILE

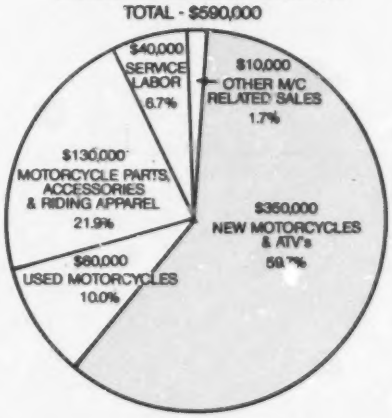
	Franchised M/C Outlet	Non-Franchised M/C Outlet
Number of Employees (Mean)	7.1	2.8
Full-Time	6.0	2.1
Part-Time	1.1	0.7
Employee Payroll (Mean) (Including owner's and mgr's salary and advances)	$83,000	$26,000
Years At Same Location (Median) (Under current & previous ownership)	9.0	4.0
Years Under Current Ownership (Median) (Whether or not at this locaiton)	8.0	6.0
Advertising & Promotional Expenditures For M/C Sales & Services (Median)	$ 8,000	$ 1,200
New Motorcycle & ATV Unit Sales (Median)	200	N/A
Used Motorcycle & ATV Unit Sales (Median)	50	N/A
Number of New Motorcycle Brands Carried (Mean)	1.6	N/A

Note: See page 22 for outlet definitions.

DISTRIBUTION OF MOTORCYCLE RELATED SALES PER OUTLET

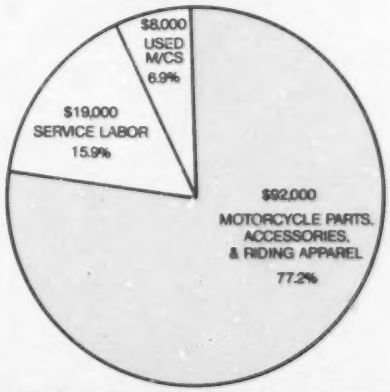
Franchised Motorcycle Outlet

TOTAL - $590,000



Non-Franchised Motorcycle Outlet*

TOTAL - $119,000



* Represents average distribution of sales by all non-franchised outlets combined and may not be typical of individual motorcycle parts, accessory, or service outlets.

Source: 1982 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, March 1983.

Photo Courtesy of Motorcyclist Magazine

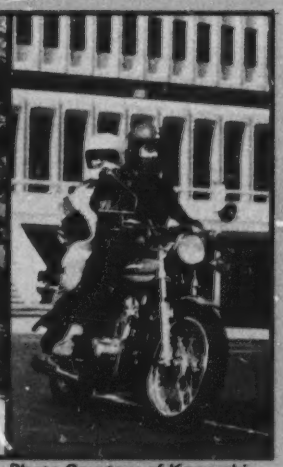


Photo Courtesy of Kawasaki Motors Corporation

MOTORCYCLE USAGE

U.S. MOTORCYCLE USAGE ON-HIGHWAY AND OFF-HIGHWAY By STATE

Of the 7.0 million motorcycles in use in 1982, it is estimated that 4.2 million were used on public roads and 3.6 million were used off-highway some of the time.

Of the 4.2 million motorcycles used on-highway, the majority (83%) were on-highway motorcycles. Dual purpose motorcycles accounted for 14% of the motorcycles used on-highway.

Of the 3.6 million motorcycles used off-highway at some time, the majority was divided between off-highway motorcycles (48%) and dual purpose motorcycles (38%). As many as 14% were on-highway motorcycles used off-highway.

MOTORCYCLES USED ON AND OFF-HIGHWAY IN 1982

	U.S. Total	Model Type*		
		On-Highway	Off-Highway	Dual Purpose
Total Motorcycles in Use	7,010,000 (100%)	3,755,000 (100%)	1,709,000 (100%)	1,546,000 (100%)
Motorcycles Used On-Highway at Some Time (% of total in use)	4,244,000 (61%)	3,515,000 (94%)	121,000 (7%)	608,000 (39%)
Motorcycles Used Off-Highway at Some Time (% of total in use)	3,585,000 (51%)	499,000 (13%)	1,709,000 (100%)	1,377,000 (89%)

*See page 6 for model type definitions.

MOTORCYCLE USAGE BY STATE IN 1982

State	Total Motorcycles In Use	Motorcycles Used On-Highway At Some Time	Motorcycles Used Off-Highway At Some Time
Alabama	121,300	69,800	66,800
Alaska	31,200	11,000	24,300
Arizona	103,300	54,400	60,900
Arkansas	95,200	44,200	62,700
California	831,100	480,900	442,700
Colorado	120,700	71,900	64,400
Connecticut	73,000	51,900	28,600
Delaware	14,000	9,200	6,400
D.C.	1,900	1,600	500
Florida	268,900	170,300	129,600
Georgia	167,400	97,100	90,800
Hawaii	—	—	—
Idaho	64,300	30,300	43,900
Illinois	285,700	191,900	125,800
Indiana	204,600	136,700	90,300
Iowa	187,400	133,300	74,400
Kansas	99,400	64,300	47,300
Kentucky	86,200	47,600	49,000
Louisiana	179,800	79,400	118,700
Maine	46,300	32,300	18,900
Maryland	86,400	59,300	36,500
Mass.	97,800	69,400	38,400
Michigan	284,700	178,000	142,100
Minnesota	183,900	112,200	92,200
Miss.	87,000	38,000	58,700
Missouri	140,500	83,000	74,300
Montana	52,900	25,600	35,400
Nebraska	79,600	46,700	42,700
Nevada	31,900	16,700	19,000
N.H.	43,700	31,300	17,100
N.J.	128,000	87,400	54,200
New Mexico	53,400	30,900	29,600
New York	290,600	207,300	112,300
N.C.	143,700	86,800	74,500
N.D.	41,800	23,100	24,200
Ohio	283,800	190,400	124,400
Oklahoma	147,400	84,100	81,900
Oregon	111,500	57,900	67,800
Penn.	277,400	176,600	135,200
Rhode Island	23,100	16,800	8,700
S.C.	67,500	41,600	33,600
S.D.	40,200	23,700	21,500
Tenn.	164,800	89,400	95,600
Texas	461,800	273,100	243,300
Utah	90,400	44,800	58,800
Vermont	19,600	12,900	9,100
Virginia	123,900	80,100	58,300
Washington	187,400	103,300	107,300
West Va.	66,000	33,600	41,800
Wisconsin	188,800	128,800	80,800
Wyoming	28,800	13,100	19,700
U.S. Totals	7,010,000	4,244,000	3,585,000

Source: 1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS By STATE

Excluding Alaska which is predominantly public land, just over one fifth (22%) of the total U.S. acreage, or 417 million acres, is public land managed by federal and state government. Of this 417 million acres, 87% is in the western states.

In 1982 an estimated 3.6 million motorcycles were used for off-highway recreational purposes. In 1982 the off-highway motorcycle industry generated an estimated $1.8 billion in consumer sales and services, and state taxes and licensing, of which $702 million is attributed to the retail sales of 473,000 new motorcycles.

1982 PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS BY STATE

State	Total Acreage	(1) Public Land Acreage Fed. Gov't.	State Gov't.	% of State	(2) 1982 Sales of New Mcs. Used Off-Hwy at Some Time	(3) Total Mcs. Used Off-Hwy At Some Time	(4) 1982 Est. Annual Economic Value Of Off-Hwy Retail Marketplace	Off-Hwy Mc. Penetration: Off-Hwy Mcs. Per 100 Pop.	Off-Hwy Per 100 Public Acres
	(000)	(000)	(000)				($000)		
Alabama	32,678	1,122	48	3.6	9,500	66,800	32,530	1.7	57.1
Alaska	365,482	359,134	2,975	99.1	5,100	24,300	21,700	6.1	0.1
Arizona	72,688	32,014	28	44.1	10,100	60,900	40,090	2.2	1.9
Arkansas	33,599	3,358	44	10.1	13,500	62,700	54,400	2.7	18.4
California	100,207	46,702	1,045	47.6	59,300	442,700	246,140	1.9	9.3
Colorado	66,486	23,608	159	35.7	7,800	64,400	30,750	2.2	2.7
Connecticut	3,135	9	197	6.6	3,000	28,600	10,480	0.9	138.8
Delaware	1,266	41	38	6.2	800	6,400	2,770	1.1	81.0
District of Columbia	39	13	N/A	33.3	N/A	500	10	0.1	38.5
Florida	34,721	4,041	249	12.4	16,900	129,600	62,350	1.3	30.2
Georgia	37,295	2,277	52	6.2	10,500	90,800	33,040	1.7	39.0
Hawaii	4,106	661	25	16.7	N/A	N/A	N/A	N/A	N/A
Idaho	52,933	33,760	42	63.9	4,800	43,900	18,050	4.7	1.3
Illinois	35,795	607	336	2.6	14,300	125,800	52,450	1.1	133.4
Indiana	23,158	497	54	2.4	9,300	90,300	33,400	1.6	163.9
Iowa	35,860	227	50	0.8	7,700	74,400	27,210	2.6	268.6
Kansas	52,511	733	31	1.5	5,500	47,300	20,870	2.0	61.9
Kentucky	25,512	1,414	40	5.7	5,200	49,000	16,640	1.3	33.7
Louisiana	28,868	1,099	31	3.9	18,100	118,700	73,900	2.8	105.8
Maine	19,848	135	69	1.0	3,200	18,900	11,420	1.7	92.6
Maryland	6,319	203	84	4.5	3,400	36,500	11,220	0.9	127.2
Massachusetts	5,035	80	254	6.6	4,600	38,400	16,190	0.7	115.0
Michigan	36,492	3,467	246	10.2	13,700	142,100	52,720	1.5	38.3
Minnesota	51,206	3,423	187	7.0	14,400	92,200	60,740	2.3	25.5
Mississippi	30,223	1,731	21	5.8	10,000	58,700	39,570	2.3	33.5
Missouri	44,248	2,196	97	5.2	9,600	74,300	38,720	1.5	32.4
Montana	93,271	27,741	46	29.8	3,900	35,400	15,480	4.5	1.3
Nebraska	49,032	712	133	1.7	4,900	42,700	19,320	2.7	50.5
Nevada	70,264	60,506	151	86.3	2,900	19,000	11,390	2.4	0.3
New Hampshire	5,769	722	71	13.7	2,400	17,100	8,090	1.9	21.6
New Jersey	4,814	152	272	8.8	6,600	54,200	23,090	0.7	127.8
New Mexico	77,766	25,874	73	33.4	3,700	29,600	13,250	2.3	1.1
New York	30,681	246	256	1.6	18,600	112,300	69,970	0.6	223.7
North Carolina	31,403	2,051	118	6.9	8,100	74,500	26,810	1.3	34.3
North Dakota	44,452	2,386	16	5.4	3,100	24,200	12,130	3.7	10.1
Ohio	26,222	345	198	2.1	13,200	124,400	46,150	1.2	229.1
Oklahoma	44,088	1,590	95	3.8	13,600	81,900	49,970	2.7	48.6
Oregon	61,599	32,314	90	52.6	8,800	67,800	33,210	2.6	2.1
Pennsylvania	28,804	733	279	3.5	15,700	135,200	59,730	1.1	133.6
Rhode Island	677	8	11	2.8	700	8,700	2,310	0.9	457.9
South Carolina	19,374	1,176	74	6.5	4,500	33,600	14,370	1.1	26.9
South Dakota	48,882	3,492	17	7.2	2,600	21,500	9,830	3.1	6.1
Tennessee	26,728	1,854	130	7.4	12,100	95,600	45,380	2.1	48.2
Texas	168,218	3,409	187	2.1	38,600	243,300	141,570	1.7	67.7
Utah	52,697	33,530	69	63.8	8,500	58,800	34,450	4.0	1.8
Vermont	5,937	296	157	7.6	1,500	9,100	5,720	1.8	20.1
Virginia	25,496	2,410	53	9.7	6,800	58,300	22,490	1.1	23.7
Washington	42,694	12,473	85	29.4	12,800	107,300	50,260	2.6	8.5
West Virginia	15,411	1,097	149	8.1	4,700	41,800	15,540	2.1	33.5
Wisconsin	35,011	1,868	71	5.5	12,000	80,800	46,270	1.7	41.7
Wyoming	62,343	30,330	123	48.8	2,600	19,700	10,040	4.2	0.6
U.S. Total	2,271,343	769,867	9,326	34.3	473,200	3,585,000	1,794,180	1.6	4.6

Note: Includes competition motorcycles and all-terrain vehicles.

Source: (1) Statistical Abstract of the United States 1982, U.S. Department of Commerce, Bureau of Census.

(2) Derived from MIC Manufacturers Shipment Reporting System, 1982 Annual Report.

(3) 1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.

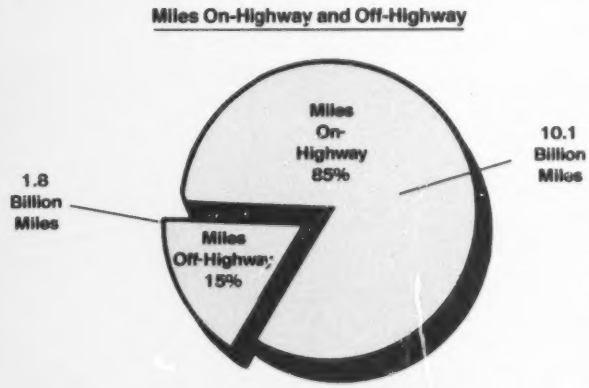
(4) Derived from "Economic Value of the Motorcycle Retail Marketplace," Page 11, 1983 Motorcycle Statistical Annual, Motorcycle Industry Council, Irvine, CA. The MIC 1982 Motorcycle Retail Outlet Profile Survey provided a new and more reliable information source to more accurately estimate the 1982 economic value of the motorcycle retail marketplace; therefore **no direct comparisons should be made with 1981 and subsequent year estimates.** Includes retail sales of motorcycles (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees.

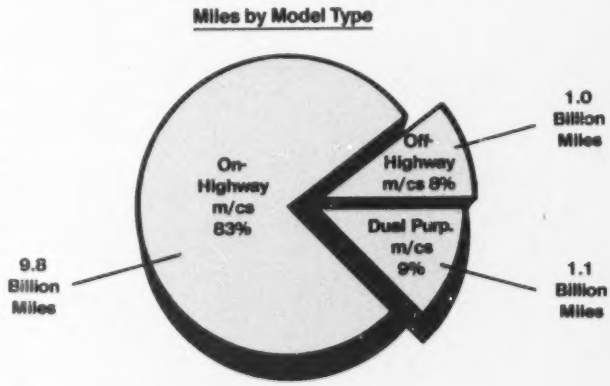
MOTORCYCLE MILES TRAVELED ON AND OFF-HIGHWAY, MILEAGE BY MODEL TYPE

It is estimated that the 7.0 million motorcycles in use traveled roughly 12 billion miles (including miles traveled off-highway), compared to an estimated 1,560 billion miles traveled by all other motor vehicles in 1982. 85% of the total motorcycle mileage in 1982 was on public highways and the remaining 15% was off-highway. On-highway motorcycles accounted for the majority (83%) of motorcycle travel, while travel by dual purpose and off-highway motorcycles represented 9% and 8% respectively.

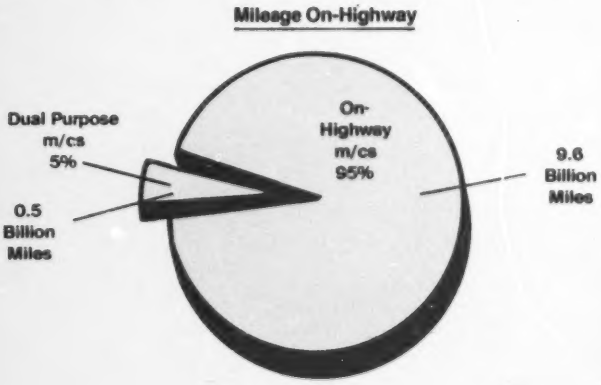
The majority (95%) of motorcycle mileage on public roads was accumulated by on-highway motorcycles, while only 5% of the mileage was traveled by dual purpose motorcycles. Off-highway motorcycles accumulated almost three fifths (57%) of the miles traveled off-highway, and the remaining two fifths were divided between dual purpose motorcycles with 35% and on-highway motorcycles with 8%.

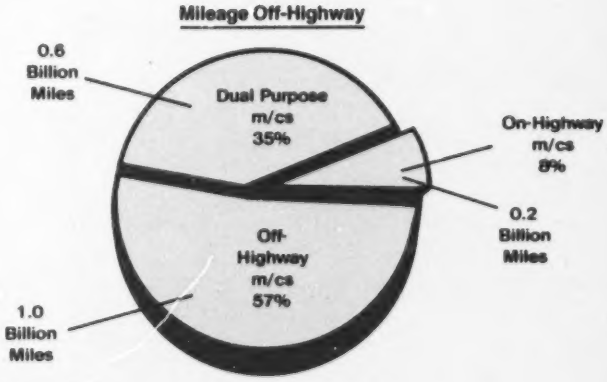
11.9 BILLION MOTORCYCLE MILES TRAVELED IN 1982





ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE





Source: Derived from the Motorcycle Industry Council from the following sources:

1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.

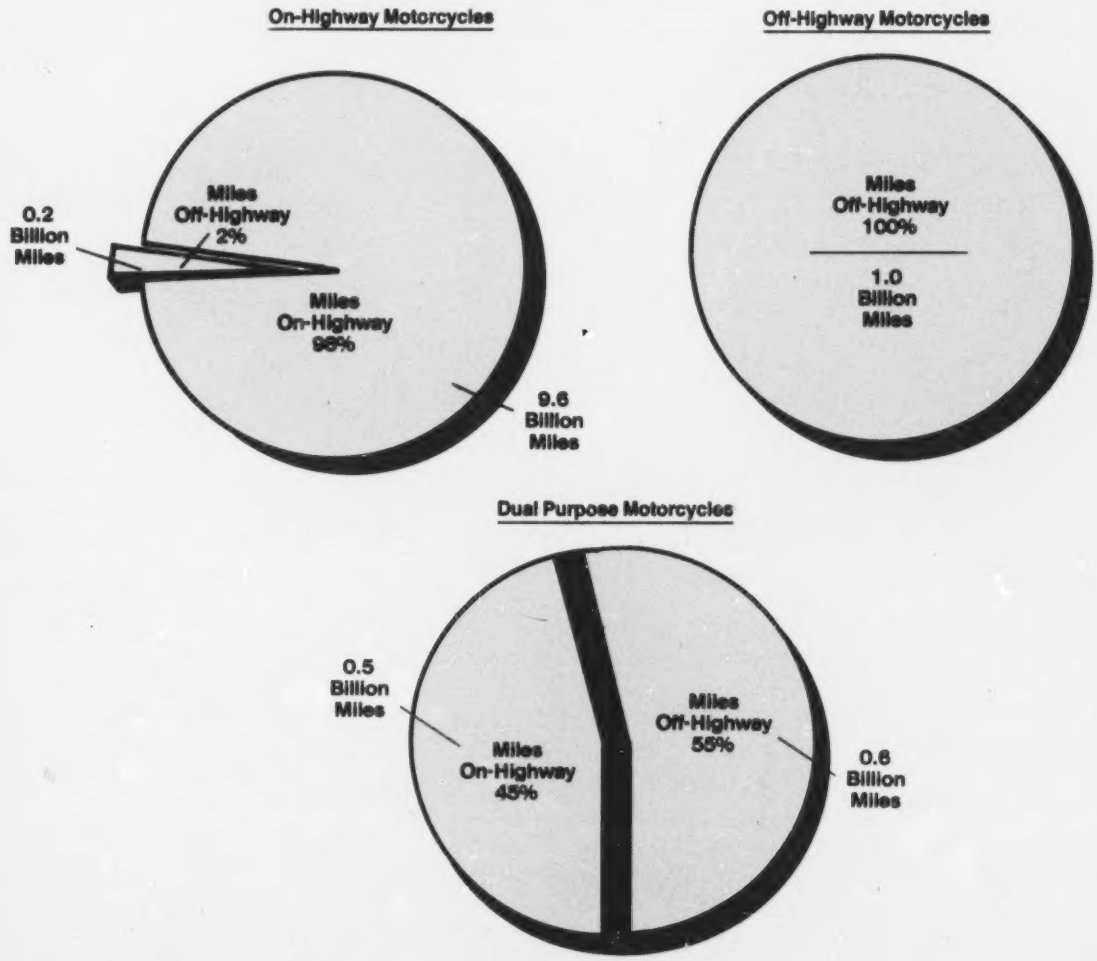
MOTORCYCLE MILES TRAVELED, MODEL TYPE By ON AND OFF-HIGHWAY MILEAGE

Of the total miles traveled by on-highway motorcycles in 1982, it is estimated that 98% was on public highways and the remaining 2% off-highway.

It is assumed that all of the mileage by off-highway was off public roads since these motorcycles do not comply with the Federal Motor Vehicle Safety Standards for use on public roads.

Mileage by dual purpose motorcycles was slightly greater off-highway (55%) than mileage on-highway (45%) in 1982.

ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE



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1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.
1980 Survey of the Motorcycle and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.

MOTORCYCLE AVERAGE ANNUAL MILEAGE AND COMMUTING

In 1982 motorcycles ridden on-highway traveled an average of 2,456 miles. On-highway motorcycles tend to travel more than three times the distance traveled by dual purpose motorcycles on public highways. Motorcycles ridden off-highway traveled an average of 499 miles in 1982. Off-highway motorcycles tend to travel farther off-highway than dual purpose and on-highway motorcycles.

The majority of on-highway (83%) and off-highway (72%) riding occurred in the spring and summer. Riding in rural areas accounted for nearly half (48%) of the miles ridden on-highway and over three fourths (79%) of the miles ridden off-highway. Weekend riding accounted for half (51%) of on-highway riding and three fifths (61%) of off-highway riding.

Of the 4.2 million motorcycles used on-highway, an estimated 2.95 million were used to commute to work or school at some time in 1982.

AVERAGE ANNUAL MILEAGE TRAVELED IN 1982

Average Annual Mileage Traveled in 1982	Total Motorcycles	On-Highway Motorcycles	Off-Highway Motorcycles	Dual Purpose Motorcycles
On-Highway	2,456	2,727	—	885
Off-Highway	499	305	592	452

ANNUAL MILEAGE BY SEASON, RIDING AREA, WEEKENDS, DAYLIGHT

	Average % of Annual Mileage*	
Season	**On-Highway**	**Off-Highway**
In Spring	27%	25%
In Summer	56%	47%
In Fall	20%	17%
In Winter	9%	10%
Riding Area		
In Major Cities	27%	8%
In Suburban Areas	34%	17%
In Rural Areas	48%	79%
Weekend/Daylight Riding		
On Weekends	51%	61%
During Daylight Hours	78%	N/A

*Percentages are mean averages and therefore do not always add up to 100%.

MOTORCYCLE COMMUTING

Motorcycles Used to Commute to Work or School in 1982 (at some time)	2,950,000
Average Days Commuted in 4 Week Period	8 Days
Average Miles Commuted Round Trip	20 Miles

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981
1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

MOTORCYCLE SCRAPPAGE AND OPERABILITY RATE

The number of motorcycles retired from use, or scrapped, in 1982 is estimated to be 1.1 million or 15.3% of the 1981 motorcycle population in use.

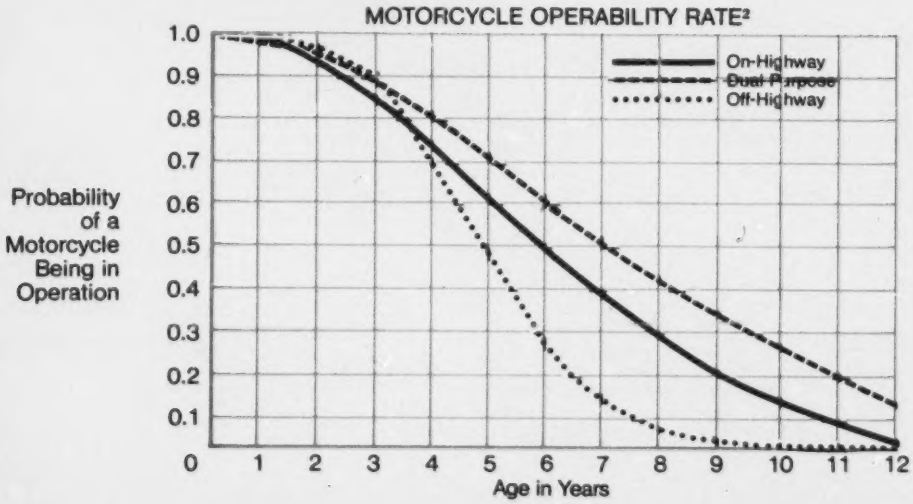
A key factor in determining average annual mileage is the motorcycle operability rate, the probability of a motorcycle being operable after a given number of years, because of the decrease in annual mileage as the vehicle ages. It is estimated that 3 in every 5 motorcycles are operable after 4.5 years and the median operable life of a motorcycle is about 6 years.

MOTORCYCLES RETIRED FROM USE OR SCRAPPED IN 1982

Year Sold New	Est.[1] Retail Sales (000's)	Operability[2] Rate '81	Operability[2] Rate '82	Estimated[1] Population In Use (000's) '81	Estimated[1] Population In Use (000's) '82	Estimated Number Retired From Use or Scrapped In 1982 (000's)
1982	840		.996		837	0
1981	979	.997	.985	976	964	12
1980	972	.984	.935	957	909	48
1979	1,004	.939	.845	943	848	95
1978	921	.841	.714	774	658	116
1977	1,031	.727	.600	749	619	130
1976	1,053	.606	.475	636	500	136
1975	940	.471	.345	442	324	118
1974	1,200	.372	.283	446	340	106
1973	1,520	.286	.213	434	323	111
1972	1,360	.220	.162	299	220	79
1971	1,240	.162	.122	201	151	50
Before 1971				428	317	111
				7,285	7,010	1,112 — 15.3% of 1981 Motorcycle Population

Note: The operability rates shown above are composites of the operability rates by model type and will vary each year according to the motorcycle population by model type. Mopeds and nopeds are excluded from retail sales estimates.

MOTORCYCLE OPERABILITY RATE



Age	Operability Rate On-Hwy.	Operability Rate Dual Purpose	Operability Rate Off-Hwy.
0.5	.995	.994	.998
1.5	.957	.954	.973
2.5	.885	.890	.891
3.5	.788	.808	.744
4.5	.675	.715	.551
5.5	.556	.619	.351
6.5	.441	.523	.188
7.5	.336	.432	.082
8.5	.246	.349	.029
9.5	.173	.277	.008
10.5	.118	.215	.002
11.5	.077	.163	.000

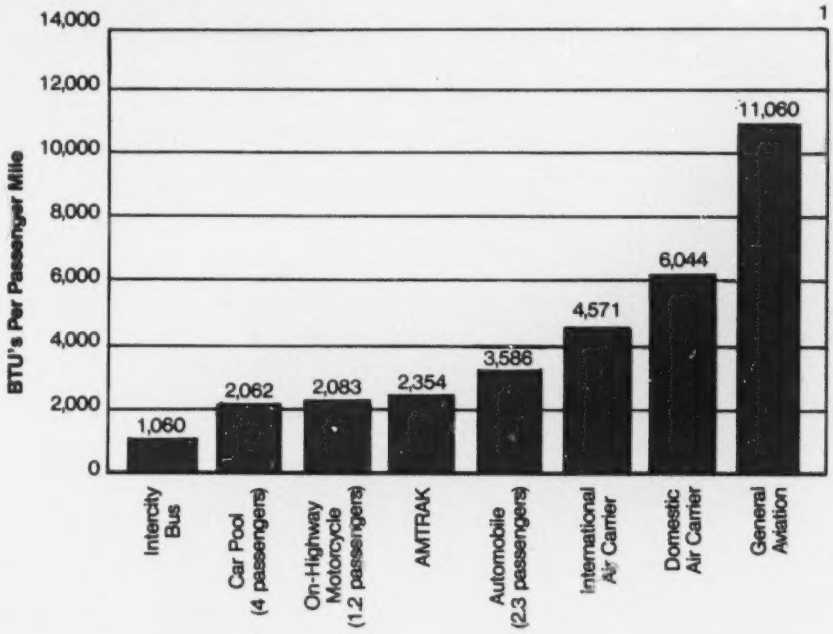
Source: [1]1982 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.
[2]Motorcycle Survival Rate Model, an analysis of the data from the 1980 Survey of Ownership and Usage by Burke Marketing Research, Inc., Cincinnati, Ohio, July 1981.

ON-HIGHWAY MOTORCYCLE ENERGY USE

Motorcycles used on-highway are very energy-efficient. Motorcycles used on-highway use much less energy than trains, automobiles, and aircraft on a BTU per passenger mile basis (the number of British Thermal Units required for one person to travel one mile). Only intercity buses and four passenger car pools are more efficient.

Motorcycles used on-highway are twice as fuel-efficient as most new cars and three and one half times as efficient as average cars in the motor vehicle population.

ENERGY USE PER PASSENGER MILE



1983 MOTORCYCLE FUEL ECONOMY FIGURES

2

Engine Displacement	Estimated Average Miles Per Gallon*	
	On-Highway Motorcycles	Dual Purpose Motorcycles
Under 125 cc	116	116
125-349 cc	80	89
350-449 cc	60	—
450-749 cc	52	64
Over 749 cc	42	—

* Derived from manufacturer exhaust emission test results. The U.S. EPA requires manufacturers to certify exhaust emissions for all 50 cc and greater on-highway and dual purpose motorcycles. The EPA does not require fuel economy testing for motorcycles. However, fuel economy figures can be derived from the exhaust emission test results. MPG figures were derived in this way from 74 1982 test vehicles representing 121 models, produced by the four leading manufacturers which represent about 93% of the motorcycle sales nationwide.

Source: [1]National Transportation Statistics, U.S. Department of Transportation, Washington, D.C., November 1982.
[1]Energy Facts About On-Highway Motorcycling in the United States, Motorcycle Industry Council, Washington, D.C.
[2]MPG figures derived from tests performed by manufacturers in accordance with the U.S. EPA motorcycle exhaust emission certification test procedures.

OFF-HIGHWAY MOTORCYCLE ENERGY USE

Motorcycles used off-highway consume very little energy yet provide a healthful and refreshing recreation outlet for millions of individuals.

Overall, off-highway motorcycle use consumed about 17/100 of 1% of the total gasoline consumed in the United States, 7/100 of 1% of the total petroleum consumed in the United States, and 3/100 of 1% of the total energy consumed in the United States in 1982.

RELATIVE ENERGY CONSUMPTION

Each year 100.2 billion gallons of gasoline are consumed in the United States.

Passenger cars consume 70.1 billion gallons of gasoline each year which accounts for 70% of each gallon consumed in the United States.

Social and recreational driving consumes 17.4 billion gallons annually and accounts for 17% of each gallon of gasoline consumed nationwide.

Driving to visit friends and relatives consumes 8.0 billion gallons of gasoline each year and accounts for 8% of each gallon consumed.

Off-highway motorcycle activity accounts for only .170 billion gallons of gasoline each year, or 17/100 of 1% of each gallon consumed in the United States.

Source: American Petroleum Institute, Washington, D.C.
Energy Facts about Off-Highway Motorcycling in the United States, Motorcycle Industry Council, Washington, D.C.

OPERATING AND OWNERSHIP COSTS OF THE MOTORCYCLE AND AUTOMOBILE

The estimated annual costs of operating and owning a motorcycle ($788) in 1982 were substantially less than that for an intermediate size automobile ($3,092).

The annual operating costs of gasoline, repairs and maintenance are estimated to be six times greater for an intermediate automobile ($1,399) than for the average street motorcycle ($230).

Ownership costs of depreciation, insurance, registration and titling for an intermediate automobile ($1,693) are estimated to be three times the costs for the average street motorcycle ($558).

1982 ANNUAL OPERATING AND OWNERSHIP COSTS AUTOMOBILE VS. MOTORCYCLE

	Intermediate Automobile	Motorcycle (500-650 cc Street)
Operating Costs	$1,399	$230
Gasoline & Oil	$ 940	$ 75
Repairs & Maintenance	409	135
Tires	50	20
Ownership Costs	$1,693	$558
Depreciation	$1,137	$250
Insurance	443	300
Registration & Titling	113	8
Total Annual Cost	$3,092	$788

Source for automotive costs (averaging 13,000 miles per year over 4 years):
Cost of Owning and Operating Automobiles and Vans 1982, U.S. Department of Transportation, Federal Highway Administration.

Source for motorcycle costs (500-650 cc street motorcycle averaging 2,700 miles per year over 4 years):
Gasoline: based on 52 MPG At $1.35 per gallon.
Maintenance and Repairs: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
Tires: Based on the purchase of one tire at a cost of $80 over the four year period.
Depreciation: N.A.D.A. Motorcycle Appraisal Guide, Sept.-Dec. 1982, National Automobile Dealers Assn.
Insurance based on a survey of a sample of companies. Includes coverage for comprehensive, collision and property damage and liability.
Registration & Titling: Polk's Motor Vehicle Registration Manual, R.L. Polk & Co., Detroit, Michigan.

MOTORCYCLE ACCIDENT STATISTICS By STATE

Based on numerous and sometimes confusing criteria, the Motorcycle Safety Foundation, in cooperation with the American Motorcyclist Association, has compiled the following national and state motorcycle accident statistics for 1982.

Compared to 1981, the number of reported motorcycle accidents and fatalities in 1982 declined 5.3% and 6.3% respectively. A decline in 1982 was also reported for the number of accidents and fatalities per 10,000 motorcycle registrations and fatalities per 100 accidents.

1982 MOTORCYCLE ACCIDENT STATISTICS

	Registrations	Reported Accidents	Accidents Per 10,000 Registrations	Fatalities	Fatalities Per 10,000 Registrations	Fatalities Per 100 Accidents
National						
1981	5,618,336	175,022	311.24	4,844	8.61	2.77
1982	5,578,859	165,689	296.99	4,540	8.13	2.74
State Data—1982						
Alabama (1, 6, 15, 20)	70,960	2,462	346.95	52	7.32	2.11
Alaska (2, 11, 15, 20)	10,897*	352*	323.02	15*	13.76	4.26
Arizona (12, 15, 20)	84,776	3,807	449.06	88	10.38	2.31
Arkansas (2, 10, 15, 20)	25,938	1,296	499.85	24	9.25	1.85
California (12, 15, 20)	645,000	22,658	351.28	681	10.55	3.00
Colorado (1, 12, 15, 20)	119,079	3,196*	268.39	75	6.29	2.34
Connecticut (12, 15, 20)	79,932	3,614*	452.13	93	11.63	2.57
Delaware (10, 15, 20)	8,216	375	456.42	18	21.90	4.80
Dist. of Columbia (1, 4, 13, 15, 20)	5,896	425	720.82	3	5.08	0.70
Florida (7, 15, 20)	221,571	12,651*	570.96	259	11.68	2.04
Georgia (1, 2, 10, 15, 20)	110,795*	3,639*	328.44	111	10.01	3.05
Hawaii (5, 11, 15, 20)	11,317	508	448.88	13	11.48	2.55
Idaho (2, 10, 15, 20)	53,302	870*	163.22	22	4.12	2.52
Illinois (1-5, 10, 15, 20)	285,188	7,404	259.61	194	6.80	2.62
Indiana (1, 9, 15, 20)	160,071	4,357	272.19	114	7.12	2.61
Iowa (1, 10, 15, 20)	234,985	2,152	91.58	69	2.93	3.20
Kansas (1, 11, 15, 20)	106,566	1,856	174.16	51	4.78	2.74
Kentucky (5, 9, 15, 20)	60,958	1,737	284.95	50	8.20	2.87
Louisiana (1, 13, 15, 20)	109,312	3,828	350.19	124	11.34	3.23
Maine (1, 11, 15, 20)	38,872	1,160	298.41	30	7.71	2.58
Maryland (1-4, 13, 15, 20)	78,829	3,159	400.74	78	9.89	2.46
Massachusetts (5, 12, 15, 20)	108,410*	4,359*	402.08	55	5.07	1.26
Michigan (5, 9, 15, 20)	230,794	5,939	257.32	119	5.15	2.00
Minnesota (5, 12, 15, 20)	159,345	2,518	158.02	75	4.70	2.97
Mississippi (4, 10, 15, 19)	29,068	621	213.63	42	14.44	6.76
Missouri (1-5, 12, 15, 20)	117,787	2,508	212.92	69	5.85	2.75
Montana (2, 10, 15, 20)	45,702	547	119.68	18	3.93	3.29
Nebraska (10, 15, 20)	47,887	1,214	253.51	27	5.63	2.22
Nevada (1, 14, 15, 20)	21,940	1,056	481.31	23	10.48	2.17
New Hampshire (5, 14, 15, 20)	49,196*	1,166*	237.01	21	4.26	1.80
New Jersey (1-5, 10, 16, 20)	114,112*	4,779*	418.79	93*	8.15	1.94
New Mexico (7, 15, 20)	58,587	1,989	339.49	49	8.36	2.46
New York (3, 12, 18, 20)	157,792	7,822	495.71	190	12.04	2.42
North Carolina (5, 9, 15, 20)	110,000	2,691	244.63	85	7.72	3.15
North Dakota (12, 15, 20)	31,312	368	117.52	19	6.06	5.16
Ohio (8, 15, 20)	277,143	7,279	262.64	198	7.14	2.72
Oklahoma (4, 11, 15, 20)	137,369*	2,093*	152.36	94*	6.84	4.49
Oregon (9, 15, 20)	90,261	1,354*	150.00	61	6.75	4.50
Pennsylvania (13, 15, 20)	227,752	5,358	235.25	170	7.46	3.17
Rhode Island (1, 13, 15, 20)	22,895	607*	265.12	23	10.04	3.78
South Carolina (9, 15, 20)	35,028	2,019	576.39	65	18.55	3.21
South Dakota (2, 12, 15, 20)	38,418	548	142.64	14	3.64	2.55
Tennessee (1, 13, 15, 20)	83,269	2,986	358.59	86	10.32	2.88
Texas (1-4, 10, 15, 20)	312,924*	12,102	386.73	423	13.51	3.49
Utah (12, 15, 20)	66,934*	1,384	206.77	31	4.63	2.24
Vermont (1, 9, 15, 20)	21,812	485*	222.35	13	5.96	2.68
Virginia (14, 15, 20)	80,515	2,654	329.62	54	6.70	2.03
Washington (11, 15, 26)	131,667	3,376	256.40	109	8.27	3.22
West Virginia (1-5, 10, 15, 20)	37,680	283	75.10	25	6.63	8.83
Wisconsin (1, 12, 15, 20)	188,863	3,726	197.28	115	6.08	3.08
Wyoming (1, 10, 15, 20)	21,937	352	160.45	10	4.55	2.84

*Estimates

Footnotes

Registrations:
1. Includes mopeds or motorized cycles
2. Includes mopeds and "similar vehicles"
3. Includes tricycles
4. Includes mopeds, tricycles and scooters
5. Other

Accidents—Damage Threshold:
6. $0-$25-$50, property damage threshold
7. $100 property damage threshold
8. $130 property damage threshold
9. $200 property damage threshold
10. $250 property damage threshold
11. $300 property damage threshold
12. $400-$500 property damage threshold
13. No property damage figure specified
14. Other

Accidents—Description:
15. Accident listed as "property damage, personal injury or fatality"
16. Accident listed as "any reported motorcycle accident"
17. Only records accidents investigated by State Highway Patrol
18. Other

Fatalities:
19. Number of fatal accidents in which a motorcycle was involved
20. Number of motorcyclists and passengers fatally injured in a motorcycle accident.

Source: Cycle Safety Info, Motorcycle Safety Foundation, Chadds Ford, Pennsylvania, 1983. Compiled by Motorcycle Safety Foundation and American Motorcyclist Association.

MOTORCYCLE RIDER EDUCATION PROGRAMS

It has become apparent in recent years that rider education and training are important steps in motorcycle accident prevention. Motorcycle accident statistics indicate that a substantial percentage of such accidents involve riders with limited experience and training.

Prior to 1973 there were few organized education and training programs to instruct beginners in safe motorcycle operation. Since 1973, the Motorcycle Safety Foundation (MSF), a private nonprofit traffic safety organization, has been successful in developing a motorcycle rider education program which includes instructor preparation and classroom and on-cycle rider instruction and is available to the public, as well as private, schools and organizations.

MOTORCYCLE SAFETY FOUNDATION RIDER EDUCATION PROGRAMS

The Motorcycle Safety Foundation's rider education program curriculum, known as the *Motorcycle Rider Course* (MRC), is research-based and field-tested, and offers the latest in teaching techniques and instructional guidelines, as well as providing a complete set of educational materials.

Introduced late in 1976, by the beginning of 1983 the MRC was in use in 752 school and community motorcycle rider education programs in 49 states and the experienced rider course, Better Biking, was in use in 189 locations. For the nearest course location, call toll free (800) 441-7676 (Delaware residents call collect (302) 429-8226).

Qualified instructors play an important part in the implementation and success of a rider education course. In a cooperative endeavor with colleges and universities nationwide, MSF has assisted in the preparation of over 10,000 instructors since 1973. Each instructor completes a minimum of 50 hours instruction which includes performance evaluation both as a teacher and a motorcycle rider.

Motorcycle manufacturers and distributors cooperate by making motorcycles available for student use in the MRC training programs. More than 3,300 motorcycles were loaned free of charge to qualifying school and community programs in 1982, by over 550 motorcycle dealers.

Through these combined efforts increasing numbers of schools and communities are, for the first time, providing beginning motorcyclists with the opportunity to learn to ride safely. Courses meeting MSF standards (including a minimum of 20 hours of instruction both in the classroom and on-cycle) have prepared over 229,000 students since the program originated in 1973.

Many such courses are now supported, in part, with funds generated by state legislation. The Foundation's goal is to continue this quality rider education effort for the benefit of the motorcycle riding public.

Instructor Preparation

21 colleges and universities prepared instructors with MSF materials in 1982.

10,172 instructors have been prepared with MSF assistance since 1973.

Rider Education Programs

Over 229,000 students have completed courses meeting MSF standards since 1973.

752 schools and communities are offering quality rider education courses in 1983.

The MSF rider education program has been implemented in 49 states.

Source: Motorcycle Safety Foundation, Chadds Ford, Pennsylvania.

STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

Each year the Motorcycle Safety Foundation surveys the licensing authorities of all 50 states and the District of Columbia on motorcycle operator licensing programs.

The table below summarizes the use of MSF materials in the state motorcycle operator licensing programs. The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST and the alternate test.

1983 STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

STATE	TYPE OF SKILL TEST	MOM ADOPTION	MOM KNOWLEDGE TEST ADOPTION	"SHARING THE ROAD WITH MOTORCYCLES" ADOPTION	NUMBER OF MOTORCYCLE TESTING SITES	NUMBER OF DRIVER LICENSE EXAMINERS	NUMBER OF LICENSED DRIVERS (AS OF 12/31/81)	NUMBER OF LICENSED MOTORCYCLE OPERATORS (AS OF 12/31/81)
Alabama	None	Yes	No	Yes	N/A	74	*2,500,000	N/A
Alaska	MOST/Alternate	Yes	Yes	Yes	24	31	272,472	10,154
Arizona	MOST	Yes	Yes	No	74	106	2,116,117	129,927
Arkansas	Off-street	No	No	Yes	78	18	1,600,401	51,897
California	MOST[1]/Alternate/On-street	Yes	Yes	No	152	510	16,046,300	1,642,244
Colorado	Off-street/On-street	Yes[2]	Yes	Yes	87	156	2,104,355	149,365
Connecticut	MOST	Yes	Yes	Yes	16	103	2,231,486	146,574
Delaware	Alternate	Yes	Yes	Yes	4	15	433,614	33,856
D.C.	MOST	No	No	No	1	10	353,000	7,500
Florida	None	No	No	No	N/A	700	*8,200,000	N/A
Georgia	MOST/Alternate	Yes	No	No	54	129	*4,500,000	175,000*
Hawaii	Off-street/On-street	No	No	No	15	39	541,279	16,333
Idaho	None	No	No	No	N/A	103	694,262	N/A
Illinois	Off-street/On-street	No	No	No	124	407	7,524,360	468,986
Indiana	None	Yes	Yes	No	N/A	89	3,650,020	N/A
Iowa	Off-street	No	No	No	135	36	2,076,062	224,823
Kansas	Alternate	Yes	Yes	Yes	117	150	1,680,721	267,956
Kentucky	Off-street/On-street	No	No	Yes	120	73	2,303,548	88,901
Louisiana	Off-street	Yes	Yes	Yes	141	427	3,278,827	132,842
Maine	In-traffic	No	No	Yes	27	30	752,553	66,832
Maryland	Alternate[2]	No	Yes	Yes	23	110	2,726,113	153,096
Massachusetts	On-street	No	No	Yes	34	135	3,641,000	199,399
Michigan	Off-street	Yes[2]	No	Yes	187	900	*8,000,000	300,000*
Minnesota	MOST/On-street	Yes	No	Yes	36	87	2,771,754	236,487
Mississippi	None	Yes	No	Yes	N/A	49	*1,500,000	N/A
Missouri	Off-street	Planned 1983	Planned 1983	No	136	146	3,339,269	226,833
Montana	MOST/Alternate	No	No	Yes	60	21	607,135	56,215
Nebraska	MIT	Yes	Yes	Yes	95	59	1,130,793	70,453
Nevada	MOST	Yes	Yes	Yes	8	23	642,556	38,587
New Hampshire	Alternate	No	No	Yes	16	24	665,000	77,000
New Jersey	Off-street/On-street	Yes	No	No	12	93	5,162,678	198,193
New Mexico	MOST/Off-street	Yes	Planned 1983	Yes	75*	63	1,000,000	20,485
New York	MOST[1]/Off-street	Yes	Yes[1]	No	152	218	9,248,668	346,292
North Carolina	Off-street	No	No	No	190	285	*3,940,000	165,000*
North Dakota	Most/Off-street	Yes	Yes	Yes	66	101	425,000	30,900
Ohio	Off-street	Yes	No	No	69	186	*7,500,000	495,000*
Oklahoma	MIT[2]	Yes	Yes	Yes	112	55	2,400,970	5,933[2]
Oregon	Alternate/On-street	Yes[2]	Yes	No	55	125	*1,800,000	187,000*
Pennsylvania	Off-street	Yes	Yes	No	77	141	7,250,471	400,340
Rhode Island	Off-street/On-street	No	No	No	5	9	740,337	46,950
South Carolina	Off-street	No	Yes[2]	Yes	24	120	1,940,727	49,608
South Dakota	MOST/Alternate	Yes	Yes	Yes	88	47	477,000	36,265
Tennessee	Off-street/On-street	Yes	Yes	No	102	92	2,852,089	177,418
Texas	On-street	Yes	Yes	No	340	337	10,539,651	557,166
Utah	MOST	Yes	Yes	No	13	52	1,096,566	140,253
Vermont	Alternate	Yes[2]	No	Yes	11	23	361,291	39,158
Virginia	MOST/Off-street/On-street	Yes	Yes	No	70	176	3,747,734	211,382
Washington	Alternate	Yes	Yes	Yes	58	257	2,803,625	214,166
West Virginia	None	No	No	No	N/A	41	1,536,608	N/A
Wisconsin	MOST/MIT	Yes	Yes	No	45	193	3,059,426	330,081
Wyoming	Off-street	Yes	Yes	Yes	29	82	366,137	36,763

[1]In some sites for a research project only
[2]Only 14 and 15 year olds licensed
*Estimated
MOST—Motorcycle Operator Skill Test
Alternate—The Alternate MOST
MIT—Motorcyclist In-Traffic Test
P—Portions
N/A—Not Applicable

Source: Cycle Safety Info, State Motorcycle Operator Licensing—1983, Motorcycle Safety Foundation, Chadds Ford, Pennsylvania.

The Motorcycle Operator Skill Test (MOST)

Nearly three years of research resulted in the development of a new motorcycle operator testing procedure. Research shows the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 x 125 feet, it can be set up in a parking lot.

The Motorcycle Operator Manual (MOM)

In addition to the skill test, a new manual is available for motorcycle operators. The *Motorcycle Operator Manual (MOM)* includes information on proper protective gear, handling different road surfaces and reacting to emergencies. License applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free negatives to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the *Motorcycle Operator Manual*. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Alternate Skill Test

The MOST has been proven to be effective. Some states however, do not have enough space available to adopt the MOST. The alternate skill test was developed specifically for these areas. It includes modified portions of important exercises in the MOST along with other basic control exercises.

The "Sharing The Road With Motorcycles" Supplement

Studies have shown that most motorcycle accidents are caused by drivers of other vehicles. The MSF has developed a supplement for state driver's manuals titled "Sharing The Road With Motorcycles." The supplement gives other drivers information on conditions and situations commonly faced by motorcyclists.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of September 1982, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.

STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

Program efforts and improvements in licensing as well as education are needed to help reduce motorcycle accidents, deaths and injuries. The Motorcycle Safety Foundation has aided in this effort through research (i.e., development of improved motorcycle operator licensing examinations) and the training of state licensing personnel.

Current licensing requirements and procedures by state, for 1983, are outlined below. Nearly all states require a special motorcycle license or endorsement for all individuals regardless of age, have a special knowledge test for motorcycle operators, and inspect the motorcycle or check for a valid inspection sticker. The minimum age for obtaining a motorcycle license ranges from 13 to 18.

1983 STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

1983 STATE	Special License or Endorsement	Learner's Permit	Duration of License	Minimum Age with Driver Education	Minimum Age without Driver Education	Motorcycle Safety Education Required Prior to Licensing	Motorcycle Knowledge Test	Off-Road Skill Test	In-Traffic Skill Test	Cycle Inspected	Rider Gear Inspected	Reexamination Required	Reexamined for: Vision	Knowledge	Off-Street	In-Traffic
Alabama	No	No	N/A	14	14	No	Yes	No	No	No	No	No	No	No	No	No
Alaska	Yes	2 yrs	5		14–16 150cc or less	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Arizona	Yes	6 mo	3	16	16	No	Yes	Yes	No	Yes	E, H[1]	Yes	Yes	Yes[2]	Yes[2,3]	No
Arkansas	Yes	No	2/4	16	16	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No
California	Yes	1 yr	4	16	18	No	Yes	Yes	Yes[4]	No	No	Yes	Yes	Yes	No	No
Colorado	Yes	150 dys	4	16	16[5]	No	Yes	Yes	No	Yes	E	Yes	Yes	No	No	No
Connecticut	Yes	60 dys	4	16	18	No	Yes	Yes	Yes	Yes	E	No	No	No	No	No
Delaware	Yes	60 dys	4	16	16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
D.C.	Yes	60 dys	4	16	16	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes 70–74	Yes 70–74	Yes 70 +
Florida	No	No	N/A		15[6]	No	No	Yes[4]	Yes[4]	Yes[4]	Yes[4]	Yes	Yes	Yes	No	No
Georgia	Yes	6 mo	4	16	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	No	No
Hawaii	Yes	90 dys	2/4	15	15	No	Yes	Yes	Yes	Yes	H[1]	Yes	Yes	Yes	No	No
Idaho	No	No	N/A	14	16	No	No	No	No	No	No	Yes	Yes	No	No	No
Illinois	Yes	1 yr	3	16[7]	18	No	Yes	Yes	Yes	Yes	E	Yes[8]	Yes	Yes	No	No
Indiana	Yes	Yes	2/4	16 yr 1 mo	16½	No	Yes	Yes 6/83	No	No	No	Yes	Yes	Yes	No	No
Iowa	Yes	2 yrs	2/4	16	18	Yes[1]	Yes	Yes	Yes[4]	Yes	No	Yes	Yes	Yes[2]	Yes[9]	Yes[10]
Kansas	Yes	6 mo	4	14	14[11]	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Kentucky	Yes	60 dys	2/8	16	16	No	Yes	Yes	Yes[4]	Yes	Yes	No	No	No	No	No
Louisiana	Yes	No	2/4	15	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
Maine	Yes	1 yr	4[24]	16	17	Under 17	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes
Maryland	Yes	90 dys	4	16	18	No	Yes	Yes	No	No	No	No	No	No	No	No
Massachusetts	Yes	6 mo	4	16½	17	No	Yes	Yes	Yes	Yes	Yes	No	Yes[12] 4 yrs	No	No	No
Michigan	Yes	150 dys	4	16	18	Yes[1,13]	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Minnesota	Yes	45 dys	4	16	18	Yes[1]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Mississippi	No	60 dys	N/A	15	15	No	Yes	No	No	Yes	Yes	No	No	No	No	No
Missouri	Yes	60 dys	3		16	No	No	Yes	No	Yes	Yes	Yes[21]	Yes	No	No	No
Montana	Yes	6 mo	4	15	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	No	No
Nebraska	Yes	1 yr	4	16	16	No	Yes	No	Yes	No	No	Yes	Yes	Yes	No	Yes
Nevada	Yes	6 mo	4	16	16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes[2]	Yes[2]	No
New Hampshire	Yes	30 dys	4	16	18	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
New Jersey	Yes	90 dys	2	17	17	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes every 10 yrs	No	No	No
New Mexico	Yes	6 mo	4	13–15[14]	13–16[15]	No	Yes	Yes	No	Yes	Yes[4]	Yes	Yes[12] 2 yrs	No	No	No
New York	Yes	1 yr	4	16	16[16]	No	Yes	Yes[17]	Yes	Yes	Yes	Yes[18]	Yes	Yes	No	No
North Carolina	Yes	No	4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
North Dakota	Yes	6 mo	4	14[19]	16	Yes Under 16	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Ohio	Yes	6 mo	4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Oklahoma	No	No	2	14	14[20]	No	Yes[25]	No	Yes[25]	Yes[25]	Yes[25]	No[25]	No	No	No	No
Oregon	Yes	Yes	4	16	16	No	Yes	Yes	Yes[17]	Yes	H	No	No	No	No	No
Pennsylvania	Yes	120 dys	2/4		16	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Rhode Island	Yes	90 dys	2	16	18	Yes New Only	Yes	Yes	No	Yes	No	Yes	Yes	No	No	No
South Carolina	Yes	6 mo	4	15	15	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
South Dakota	Yes	No	4		14	No	Yes	Yes	No	Yes	Yes	Yes[21]	No	No	No	No
Tennessee	Yes	No	2	16	16[22]	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Texas	Yes	1 yr	4	15[23]	18	Yes Under 18	Yes	No	Yes	Yes	H[1]	Yes	Yes	No	No	No
Utah	Yes	60 dys	4	16	16	No	Yes	Yes	No	No	No	Yes	Yes	Yes	No	No
Vermont	Yes	No	2/4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Virginia	Yes	1 yr	4	15	16	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Washington	Yes	1 yr	4	16	18	No	Yes	Yes 2 whl	Yes 3 whl or sidecar	Yes	Yes	Yes	Yes	Yes[3]	Yes[3]	Yes[3]
West Virginia	No	60 dys	N/A	16	16	No	No	No	No	Yes	Yes	No	No	No	No	No
Wisconsin	Yes	6 mo	4	16	18	No	Yes	Yes	Yes[17] 1983	Yes	Yes	Yes	Yes[12] 2 yr	No	No	No
Wyoming	Yes	1 yr	4		16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes[3]	No

E—Eye Protection
H—Helmet
1 Under age 18
2 If driving record warrants
3 At examiner's discretion
4 "Motorcycle only" applicants
5 Permit issued at 15½ if enrolled in approved course
6 Restricted to five brake horsepower—knowledge test only
7 Age 16–17 restricted to less than 150cc
8 60 and older required to pass complete exam every 3 years
9 New applicants or expirations of one year or more. Those with motorcycle education have test waived except for 10% random select
10 Not normally administered
11 Age 14–15 restricted to and from work and school
12 Each renewal
13 After failing skill test twice (effective 1/1/84)
14 Age 13–14 restricted to under 100cc
15 Age 13–15 restricted to under 100cc
16 Class 8 (16–18) motorcycle license or permit not valid in New York City; Nassau County has special restrictions
17 Select sites only
18 Only if there is a legitimate complaint against operator ability
19 Under 16 restricted to 200cc or less
20 Age 14 to 15 restricted to 125cc or less
21 Only when expired or revoked
22 Age 14–16 restricted to five brake horsepower or less
23 Age 15 restricted to not more than 125cc
24 After 40 years of age every third renewal. After 65 years of age every 2 years
25 Age 14–15 and motorcycle only applicants

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of September 1982, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.

Source: Cycle Safety Info, State Motorcycle Operator Licensing Procedures—1983, Motorcycle Safety Foundation, Chadds Ford, Pennsylvania.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS

Each state governs the operation, registration, and licensing of motor vehicles. In general, motorcycles registered for use on public highways are required to meet the equipment requirements in the state in which they are registered. This in addition to compliance with Federal Motor Vehicle Safety Standards which is required by the motorcycle manufacturers.

The most current state equipment requirements, as of April 1983, are listed below.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS, APRIL 1983

STATE	SAFETY HELMET	EYE PROTECTION	REARVIEW MIRROR	BRAKES	HANDLEBAR HEIGHT	PASSENGER SEAT	PASSENGER FOOTRESTS *	PASSENGER HANDHOLD	SAFETY BARS	HEADPHONES PROHIBITED	TURN SIGNALS	SPEEDOMETER/ ODOMETER	HEADLIGHT DAYTIME USE	PERIODIC INSPECTION
Alabama	●		●	●-12		●	●							
Alaska	●-5	●-k	●-11	●-13	●-17	●	●	●						
Arizona	●-4	●-j	●	●-12	●-17	●	●	●						●-23
Arkansas	●	●	●	●-12		●	●	●	●				●	●
California			●	●-13	●-19	●	●			●-n	●-b		●-i	●-25
Colorado		●	●	●-12		●	●							
Connecticut		●-j	●	●-13g	●-17	●	●						●-e	●-25
Delaware	●-1,7	●	●	●-12	●-17	●	●				●			●
Dist. of Col.	●	●-j	●	●-8	●-17	●	●	●				●-20		●
Florida	●	●	●	●-13	●-17	●	●			●	●		●	
Georgia	●	●-j	●	●-12	●-17	●	●			●			●	
Hawaii	●-1,4	●-j	●	●-12	●-17	●	●							●
Idaho	●-4			●-12		●	●							
Illinois		●	●	●-12	●-17	●	●-o	●-p		●			●	
Indiana				●-13	●-17	●	●						●	
Iowa			●	●-12	●-17	●	●					●	●-h	●-24
Kansas	●-4	●-j	●	●	●-19	●	●				●-b		●-q	●-25
Kentucky	●	●	●	●-12		●	●							
Louisiana	●	●-j	●-10	●-12	●-17	●	●							●
Maine	●-3		●	●-12	●-19	●	●						●	●
Maryland	●-1,4	●-j	●-11	●-12	●-17	●	●					●-#		●-24
Massachusetts	●	●-j	●	●-13	●-17	●	●			●				●
Michigan	●	●-2j	●	●-13	●-17	●								●-25
Minnesota	●-4	●-j	●	●-12	●-19	●	●			●-n			●	●-25
Mississippi	●		●	●-12	●-14#	●						●-20#		●
Missouri	●		●	●-12										●
Montana	●-4		●	●-13		●	●						●	
Nebraska														
Nevada	●	●-j	●-11	●-13	●-17	●	●				●			
New Hampshire	●-4	●-j	●	●-12	●-17	●	●					●		●
New Jersey	●-1	●-j	●	●-12	●-19	●	●							●
New Mexico	●-1,4	●-j	●	●-13	●-17	●	●							●-25
New York	●-1	●	●	●-13	●-17	●	●				●-a	●-21l	●	●
No. Carolina	●		●	●-12		●	●						●	●
No. Dakota	●-1,4		●	●-13	●-17	●	●	●				●		
Ohio	●-4,8	●	●	●-12	●-17	●	●							●-25
Oklahoma	●-4	●-j	●-11	●-13	●-15	●	●					●-20		●
Oregon	●-4		●	●-12	●-19	●	●				●-b		●	●-25
Pennsylvania	●	●	●-d#	●-13	●-19	●	●	●		●	●-b,#			●
Rhode Island		●	●	●-12	●-17	●	●	●				●-20a		●
So. Carolina	●-1,6	●-6,j	●	●-13	●-17	●	●						●	●
So. Dakota	●-4	●-j	●	●-12	●-17	●	●							
Tennessee	●	●-j	●	●-12	●-17	●	●		●-9				●	
Texas	●-1,4		●	●-13		●								●
Utah	●-4		●	●-12	●-19	●	●					●-22		●
Vermont	●-1	●-j	●	●	●-17	●	●							●
Virginia	●	●-j	●	●-13c	●-17	●	●			●				●
Washington		●-j	●-11	●13a	●-17	●	●			●			●	●-25
W. Virginia	●-1	●	●	●-12	●-17	●	●						●	●
Wisconsin	●-4,m	●-k	●	●-12	●-18	●	●					●	●	●-25
Wyoming	●-4		●	●-12	●-17	●	●						●	

● Requirement in law

1 Reflectorization
2 Where speeds exceed 35 mph
3 Under 15 years
4 Under 18 years
5 Under 19 years
6 Under 21 years
7 Possession by all, enter under 19 years
8 Novice license holders
9 Over 750cc if operator under 18 years
10 Left side
11 Left and right side
12 One wheel
13 Both wheels
14 10" above fasten point
15 12" above fasten point
16 15" above fasten point
17 15" above seat
18 30" above seat
19 Handgrips below shoulder height
20 Speedometer
21 Speedometer with both mile and kilometer calibrations
22 Odometer
23 Annual emissions inspection
24 Upon transfer of title
25 Random
a If originally equipped by manufacturer
b For motorcycle manufactured after 1/1/73
c For motorcycle manufactured after 7/1/74
d For motorcycle manufactured after 4/1/77
e For motorcycle manufactured after 1/1/80
f For motorcycle manufactured after 9/1/80
g For 1974 or later model year motorcycle
h For 1977 or later model year motorcycle
i Manufacturer requirement for motorcycle manufactured after 1/1/78
j Except if equipped with windscreen
k Except if equipped with windscreen 15" or higher
l Headlamp beam on at all times
m Prohibited in both ears simultaneously
o Must be adjustable
p Must be attached to seat or saddle
q For motorcycle manufactured after 1/1/78

Required by inspection regulations

Many state inspection regulations require that any equipment installed on a motorcycle must function properly even though the equipment is not required by law.

Although this chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Information concerning equipment requirements in Canada can be obtained from the Motorcycle & Moped Industry Council (MMIC) at 45 Richmond St., West, Suite 802, Toronto, Ontario, Canada M5H 1Z2; (415) 869-3746.

Source: Motorcycle Industry Council, Costa Mesa, California.

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS

Off-highway motorcycles are subject to a wide variety of regulations for use in nearly every state. Individual states may have a vehicle registration program, an operator license requirement or specific equipment requirements. Several states are also developing a special off-highway fund through the registration program or gasoline tax rebates based on the amount of fuel used off-highway. This money is then used for the acquisition, development or maintenance of off-highway vehicle use facilities.

The chart below summarizes the requirements of each state for vehicles and operators as of May, 1983.

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS, MAY, 1983

STATE	OFF-HIGHWAY REGISTRATION	VEHICLE TITLE	21/7 OPERATOR LICENSE	MINIMUM AGE TO OPERATE	OFF-HIGHWAY EQUIPMENT REQUIREMENTS: LIMITERS	BRAKES	MUFFLER	SPARK ARRESTOR	OTHER	RIDER EDUCATION	STATE OHV FUNDING	OHV ADVISORY COUNCIL	STATE OHV AREAS	TOTAL MOTORCYCLES USED OFF-HIGHWAY AT SOME TIME
Alabama		●-7											Yes	66,800
Alaska		●-7					●-D						Yes	24,300
Arizona		8											Yes	60,900
Arkansas		●-7										Yes		62,700
California	●-1A	●			●-17	●	●-19C	●-20		●	●-26	Yes	Yes	442,700
Colorado	●-2	8			●-17	●	●-19C	●-20			●-2	Yes	Yes	84,400
Connecticut	●-3	●-7			●	●	●						Yes	28,600
Delaware	●-4A	8		●-11	●-17	●	●-19C	●	●-21	●	●-25			6,400
Dist. of Col.		●												500
Florida	●-5BE	●					●-D		●-21D				Yes	129,600
Georgia		8				●	●							90,800
Hawaii													Yes	
Idaho	●-5A	8					●-19			●	●-26	Yes	Yes	43,900
Illinois		●-7												125,800
Indiana	●-4BE	●-9		●-12	●	●-18	●			●	●-25			90,300
Iowa		8					●-D		●-21D				Yes	74,400
Kansas		●												47,300
Kentucky		●												49,000
Louisiana		●												118,700
Maine		●-10												18,900
Maryland	●-5BD	●-7	●-D	●-11D	●-17D	●-D	●-19D				●-25		Yes	36,500
Massachusetts	●-4B	●-7		●-12	●	●	●-19C	●	●-21				Yes	38,400
Michigan	●-6A	8		●-13	●-17	●-18	●-19C	●		●	●-25	Yes	Yes	142,100
Minnesota		●-9											Yes	92,200
Mississippi		●-9											Yes	58,700
Missouri		●-7					●-D	●-D					Yes	74,300
Montana		8												35,400
Nebraska		8											Yes	42,700
Nevada		●-9						●-E						19,000
New Hampshire	●-4B	8		●-11	●	●	●-19	●		●	●-27	Yes		17,100
New Jersey		8												54,200
New Mexico	●-5A	●											Yes	29,600
New York		8												112,300
No. Carolina		8										Yes	Yes	74,500
No. Dakota		8					●-19D						Yes	24,200
Ohio	●-5A	8	●-E	●-14	●-17	●	●				●-25		Yes	124,400
Oklahoma		8			●-D	●-D	●-D	●-D	●-22D			Yes	Yes	81,900
Oregon		●-7			●-17	●	●-19	●					Yes	67,800
Pennsylvania		8					●-D	●-20D					Yes	135,200
Rhode Island	●-5B	●		●-15	●-17	●	●-19		●-23				Yes	8,700
So. Carolina		●-9			●-D	●-D	●-D	●-D					Yes	33,600
So. Dakota		●-9					●							21,500
Tennessee		●					●-D	●-D					Yes	95,600
Texas		●					●-D	●-20D	●-21D				Yes	243,300
Utah	●-4B	8		●-16	●-17	●	●-19C		●-24	●	●-25	Yes	Yes	58,800
Vermont		8												9,100
Virginia		8					●							58,300
Washington	●-4A	8			●-17	●	●-19	●		●	●-26	Yes	Yes	107,300
W. Virginia		●-7												41,800
Wisconsin		8									●-28	Yes	Yes	80,800
Wyoming		8												19,700
U.S. Total														3,585,000

● Requirement in Law

1. Except street-registered OHMs. Identification sticker required in transport situation OHM.
2. OHV recreation program mandated.
3. Not implemented for OHMs.
4. Except street-registered OHMs or OHMs in racing.
5. Except street-registered OHMs.
6. Except OHMs in racing.
7. Titled at owner's option.
8. Not issued for OHMs.
9. Required only if fee paid.
10. Not issued for OHMs under 300 cc. Optional for others.
11. 12 unless supervised.
12. 14 unless supervised.
13. 16 unless supervised or 13 with OHV safety certificate.
14. 16 unless supervised. Minimum 12 in state OHV areas.
15. Minimum 13/16 unless supervised in state OHV areas.
16. 16 unless supervised.
17. Night operation only.
18. Special performance requirements.
19. Decibel sound limit specified.
20. Approved by U. S. Forest Service.
21. Approved helmet.
22. Approved helmet if under 16.
23. 18 as in, reflective material each side of OHM. Approved helmet in OHV areas.
24. Approved helmet in competitive events.
25. Registration and other fees.
26. Fees and gasoline tax elimination.
27. Registration and other fees. Gas tax refund to off-highway users.
28. Special appropriations.

A. By Motor Vehicle Registration Agency.
B. By Recreation Management Agency.
C. Except in authorized competitive events.
D. Administrative regulation. Applies only in state OHV areas.
E. Applies only in state OHV areas.

OHM SOUND LEVEL LIMITS

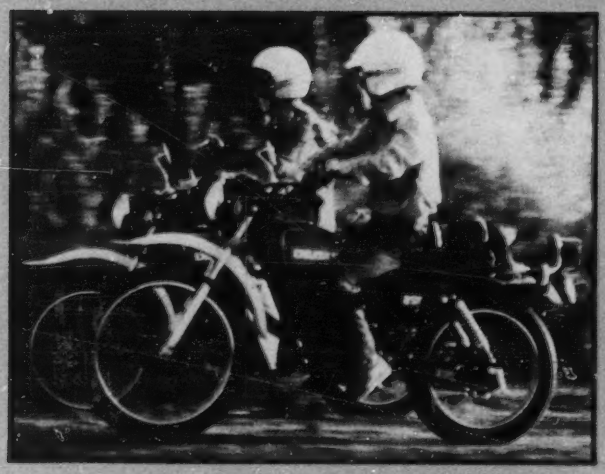
		Test procedure
CA	Manufactured before 1973 92 dBA, 73-74 88 dBA, 75 and after 86 dBA.	a
CO	Manufactured 1971-72 88 dBA, 73 and after 84 dBA, different boat limits also provided.	a
DE	Manufactured 1976 and after 86 dBA or SPA limit.	b
ID	92 dBA.	c
MD	Manufactured after 6/76 86 dBA, 76 and after 84 dBA.	a
MA	106 dBA.	d
MI	Manufactured before 1973 90 dBA, 73-74 92 dBA, 75 and after 86 dBA or SPA limits.	a
NH	Manufactured 1973-74 88 dBA, 75 and after 86 dBA.	a
ND	86 dBA.	a
OR	In use: Model year 1975 and before 100 dBA, 76 and after 86 dBA. Certification: 1971-92 models 81 dBA, 93-97 76 dBA, 97 and after 75 dBA. Racing: 106 dBA.	d,e,f
RI	Manufactured after 5/72 92 dBA, after 5/74 73 dBA.	a
UT	92 dBA.	b
WA	86 dBA or 106 dBA.	a,d

TEST PROCEDURE

a. Acceleration test 50 feet incorporation SAE J331a or similar test method.
b. Passby test 50 feet.
c. Passby test 20 feet.
d. Stationary test 20 inches.
e. Measured at 50 feet. Test procedure not prescribed.

Although this chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Source: Motorcycle Industry Council, Inc., Costa Mesa, California.



THE MOTORCYCLE OWNER

NUMBER OF OWNERS AND RIDERS, OWNER'S SEX, MARITAL STATUS, AGE, EDUCATION

It is estimated that the 7.0 million motorcycles in use were owned by 6.5 million owners and ridden by 10.5 million people.

1980 consumer research indicates that 92.1% of the owners were male and 7.9% were female. The median owner age was 24 years and just over half (51.7%) were single. High school was the highest level of education attended by about half (53.5%) of the owners, and almost one third (29.9%) had achieved some college or post graduate education.

MOTORCYCLE OWNER PROFILE: NUMBER OF OWNERS AND RIDERS, SEX, MARITAL STATUS, AGE, EDUCATION

6,455,000 Estimated Motorcycle Owners in 1982
10,515,000 Estimated Motorcycle Riders in 1982

Sex	% of Total Owners*
Male	92.1%
Female	7.9%

Marital Status	% of Total Owners*
Single	51.7%
Married	44.3%
Other/Not Stated	4.0%

Age	% of Total Owners*
Under 18	24.6%
18-24	24.3%
25-29	14.2%
30-34	10.2%
35-39	8.8%
40-49	9.4%
50 and over	5.7%
Not stated	2.8%
Median Age	24.0 yrs
Mean Age	26.9 yrs

Highest Level of Education	% of Total Owners*
Grade School	13.5%
Attended High School	18.9%
Graduated High School	34.6%
Attended College	17.6%
College Graduate	9.2%
Post Graduate	3.1%
Not Stated	3.1%

*Owner defined as the primary rider.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.

OWNER OCCUPATION, INCOME, CURRENT AND PREVIOUS MOTORCYCLE OWNERSHIP

1980 consumer research indicates that almost three in every ten owners (27.2%) were students. Owners were most frequently employed as mechanics or craftsmen (15.6%) and laborers or semi-skilled laborers (13.8%). About one in every eight owners (12.6%) was employed in professional or technical occupations.

The median annual income of a motorcycle owning household in 1979 was $17,500.

The average motorcycle owner has been regularly riding for about six years (median) and has owned about three motorcycles (median).

MOTORCYCLE OWNER PROFILE: OCCUPATION, INCOME, MOTORCYCLE OWNERSHIP

Occupation of Owner	% of Total Owners*
Student	27.2%
Mechanic/Craftsman	15.6%
Laborer/Semi-Skilled	13.8%
Professional/Technical	12.6%
Clerical/Sales	6.3%
Manager/Proprietor	5.8%
Service Worker	4.8%
Farmer/Farm Laborer	3.1%
Military	1.3%
Retired	1.4%
Unemployed	4.2%
Not Stated	3.9%

1979 Household Annual Income	% of Total Households
Under $10,000	9.1%
$10,000-$14,999	13.0%
$15,000-$19,999	13.9%
$20,000-$24,999	12.9%
$25,000-$34,999	12.5%
$35,000-$49,999	5.9%
$50,000 and over	2.4%
Don't Know	30.3%
Mean	$21,700
Median	$17,500

Years Regularly Riding	% of Total Owners*
1-2	21.1%
3-5	27.6%
6-10	29.8%
Over 10	18.6%
Not Stated	2.9%
Mean	11.6 yrs.
Median	6.0 yrs.

Total Motorcycles Ever Owned	% of Total Owners*
1	25.6%
2	21.4%
3-4	26.5%
5-9	16.0%
10 or more	7.6%
Not Stated	2.9%
Mean	5.9 cycles
Median	3.1 cycles

*Owner defined as the primary rider.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.

OTHER NATIONAL MOTORCYCLE ORGANIZATIONS

AMERICAN MOTORCYCLIST ASSOCIATION

P.O. Box 141
Westerville, Ohio 43081
(614) 891-2425

The American Motorcyclist Association, founded in 1924, is a voluntary membership organization for individuals who own and ride motorcycles. With a membership of over 130,000, the AMA has approximately 1,200 chartered clubs throughout the nation. The AMA sanctions over 5,000 amateur and professional competitive events per year, and sponsors programs and contests to encourage involvement by motorcyclists in charitable work and community service. The AMA works with various government agencies and private organizations to promote and protect the interests of the American motorcyclist.

MOTORCYCLE SAFETY FOUNDATION

National Headquarters
Chadds Ford West
P.O. Box 120
Chadds Ford, Pennsylvania 19317
(215) 388-1555

The Motorcycle Safety Foundation (MSF) was organized in 1973 to promote the safe use of motorcycles on the nation's public streets and highways. Through instructor preparation workshops, MSF improves the qualifications of individuals in the motorcycle safety field. The MSF cooperates with the National Highway Traffic Safety Administration, state governments and other safety organizations to develop programs and materials to upgrade motorcycle operator education, and motorcycle testing and licensing procedures. The MSF has developed numerous publications, research studies and films on cycle safety and maintains contact with the media to increase motorcycle safety awareness.

SPECIALTY VEHICLE INSTITUTE OF AMERICA

3151 Airway Avenue
Building P-1
Costa Mesa, California 92626
(714) 241-9256

The Specialty Vehicle Institute of America was formed in 1983 as the national nonprofit trade association for all-terrain vehicles (ATV's). The SVIA was created to develop statistical, educational, safety, and other programs to promote the responsible growth of the ATV market.

Safety Helmet Council of America
9841 Airport Blvd., Suite 710
Los Angeles, California 90045
(213) 670-5811

United Sidecar Association, Inc.
1621 Palomino Lane
Kingwood, Texas 77339
(713) 931-2340

National Motorcycle Commuter Association
P.O. Box 107
1377 K. Street, N.W.
Washington, D.C. 20005
(703) 437-6308

STATE MOTORCYCLE DEALERS ASSOCIATIONS

In all states but Alaska retail motorcycle dealers have formed nonprofit associations to engage in government relations and other activities for the good of the motorcycle industry in their state. The MIC recognizes and supports these state associations with several informational exchange programs. The name and address of current state dealer association officers is listed on the following pages.

ALABAMA
John Miller
Alabama Motorcycle Dealers Assn.
P.O. Box 827
Montgomery, AL 36101
(205) 265-9229

ARIZONA
Eva Ridenour
Arizona Motorcycle Dealers Assn.
520 East 2nd Street #D8
Mesa, AZ 85203
(602) 890-0815

ARKANSAS
John B. Plegge
Arkansas Motorcycle Dealers Assn.
1004 Pyramid Place
Little Rock, AR 72201
(501) 374-5612

CALIFORNIA
Hy Weitzman
California Motorcycle Dealers Assn.
3972 North Waterman Suite 106
San Bernardino, CA 92404
(714) 883-8701

COLORADO
Al Hein
Colorado Motorcycle Dealers Assn.
1140 South Reed Street Suite C
Lakewood, CO 80226
(303) 935-9051

CONNECTICUT
Leigh Guarnieri
Connecticut Motorcycle Dealers Assn.
2691 State Street
Hamden, CT 06517
(203) 288-8000

DELAWARE
Peggy Kerr
Delaware Motorcycle Dealers Assn.
1027 N. State Street
Dover, DE 19901
(302) 678-1052

FLORIDA
J. Fred DeVane
Florida Motorcycle Dealers Assn.
1311 Executive Center Dr.
Suite 201
Tallahassee, FL 32301
(904) 877-3089

GEORGIA
S. Bashinski
Georgia Motorcycle Dealers Assn.
3009 Rainbow Drive Suite 123
Decatur, GA 30034
(404) 241-4095

HAWAII
R. D. Proctor
Motorcycle Industry Council of Hawaii
901 California Avenue
Wahiawa, Oahu, HI 96786
(808) 621-8860

IDAHO
Herb Uhl
Idaho Motorcycle Dealers Assn.
5610 West State Street
Boise, ID 83703
(208) 336-7279

ILLINOIS
Walter Graybeal
Illinois Motorcycle Dealers Assn.
929 S. Spring Street
Springfield, IL 62704
(217) 753-6866

INDIANA
John Greenrose
Indiana Motorcycle Dealers Assn.
907 North Spring Street
Jeffersonville, IN 47130
(812) 282-6229

IOWA
Forrest E. Heuer
Iowa Motorcycle Dealers Assn.
P.O. Box 975
Marshalltown, IA 50158
(515) 753-6518

KANSAS
Carol Beggs
Kansas Motorcycle Industry Council
129 South Fourth
Salina, KS 67401
(913) 827-6743

KENTUCKY
Tony Coates
Kentucky Motorcycle Dealers Assn.
1140 West Fern Valley Road
Louisville, KY 40219
(502) 968-0162
(502) 968-0173

LOUISIANA
William J. Young
Louisiana Motorcycle Dealers Assn.
P.O. Box 1240
Crowley, LA 70526
(318) 788-1818

MAINE
Calvin Reynolds
Maine Motorcycle Dealers Assn.
Rt. 3 Box 257
Gorham, ME 04038
(207) 929-6641

MARYLAND
Howard A. Triplett
Maryland Motorcycle Dealers Assn.
4121 Primrose Avenue
Baltimore, MD 21215
(301) 764-3294

MASSACHUSETTS
Bill Fuller
Massachusetts Motorcycle Dealers Assn.
168 Main Street
Hudson, MA 01749
(617) 562-9361

MICHIGAN
Don Craig
Michigan Motorcycle Dealers Assn.
2423 Newport Drive
Lansing, MI 48906
(517) 321-4351

MINNESOTA
Chuck Egeberg
Minnesota Motorcycle Industry Assn.
2601 East Franklin
Minneapolis, MN 55406
(612) 332-2551

MISSISSIPPI
Gale Butler
Mississippi Motorcycle Dealers Assn.
P.O. Box 6483
Jackson, MS 39212
(601) 372-0021

MISSOURI
Jim Moon
Missouri Motorcycle Dealers Assn.
3131 South Campbell
Springfield, MO 65807
(417) 883-3632

MONTANA
Dave Bliss
Montana Motorcycle Dealers Assn.
Star Route
Conrad, MT 59425
(406) 278-5255

NEBRASKA
Jerry Biskup
Nebraska Motorcycle Dealers Assn.
2400 N Street
Lincoln, NE 68510
(402) 476-8888

NEVADA
Frederic Harrell
Motorcycle Dealers Assn. of Nevada
P.O. Box 26566
Las Vegas, NV 89126
(702) 870-6121

NEW HAMPSHIRE
Richar Manseau
New Hampshire Motorcycle Dealers Assn.
782 Gold Street
Manchester, NH 03103
(603) 669-1671

NEW JERSEY
Ma Fern McNerney
New Jersey Motorcycle Dealers Assn.
66 Morris Avenue
Springfield, NJ 07081
(201) 379-1100

NEW MEXICO
Bob Gold
New Mexico Motorcycle Dealers Assn.
1229 Paseo de Peralta
Santa Fe, NM 87501
(505) 988-9615

NEW YORK
Donald J. Boyle
New York Motorcycle Dealers Assn.
176 Washington Avenue
Albany, NY 12210
(518) 449-8788

NORTH CAROLINA
Jim Smith
North Carolina Motorcycle Dealers Association
1312 East Bessemer Avenue
Greensboro, NC 27405
(919) 275-4417

NORTH DAKOTA
Norman Tietz
North Dakota Motorcycle Dealers Assn.
1152 Memorial Highway
Bismarck, ND 58501
(701) 223-7221

OHIO
Larry Trask
Ohio Motorcycle Dealers Assn.
84 North High Street
Dublin, OH 43017
(614) 889-2314

OKLAHOMA
Bill Schramm
Oklahoma Motorcycle Dealers Assn.
7900 N. W. 10th
Oklahoma City, OK 73127
(405) 787-7901

OREGON
Ed Hughes
Oregon Motorcycle Dealers Assn.
3956 S.E. Lake Road
Milwaukie, OR 97222
(503) 653-9660

PENNSYLVANIA
Gary Patterson
Pennsylvania Motorcycle Dealers Assn.
980 Route 309
Montgomeryville, PA 18936
(215) 699-7511

RHODE ISLAND
Ralph Razee
Rhode Island Motorcycle Dealers Assn.
P.O. Box 293
N. Kingstown, RI 02852
(401) 295-8837

SOUTH CAROLINA
Grady Miller
South Carolina Motorcycle Dealers Assn.
2019 Wade Hampton Blvd.
Greenville, SC 29615
(803) 244-6832

SOUTH DAKOTA
Bill Gilding
South Dakota Motorcycle Dealers Assn.
516 4th Street
Rapid City, SD 57701
(605) 342-9362

TENNESSEE
Kenneth Hayes
Tennessee Motorcycle Dealers Assn.
P.O. Box 5218 EKS
Johnson City, TN 37601
(615) 926-5561

TEXAS
Mike Marks
Texas Motorcycle Dealers Assn.
4302 Airport Blvd.
Austin, TX 78722
(512) 454-8626

UTAH
Spence Adams
Utah Motorcycle Dealers Assn.
2354 South State Street
Salt Lake City, UT 84115
(801) 486-5401

VERMONT
Donald C. Bevins
Vermont Motorcycle Dealers Assn.
407 Barre Street
Montpelier, VT 05602
(802) 223-2346

VIRGINIA
Sheldon Early
Virginia Motorcycle Dealers Assn.
Route 8, Box 2
Harrisonburg, VA 22801
(703) 433-2585

WASHINGTON
Burke Hinshaw
Washington State Motorcycle Dealers Association
405 West Stewart
Puyallup, WA 98036
(206) 848-4501

WEST VIRGINIA
Larry Young
West Virginia Motorcycle Dealers Assn.
P.O. Box 4389
Charleston, WV 25304
(304) 346-9951

WISCONSIN
Jim Baxter
Wisconsin Motorcycle Dealers Assn.
6678 Pertzborn Road, Route One
Dane, WI 53529
(608) 849-4054

WYOMING
Jack Roes
Wyoming Motorcycle Dealers Assn.
1115 South Greeley Highway
Cheyenne, WY 82007
(307) 638-8307

While this information is thought to be the most accurate available at the date of publication, the Motorcycle Industry Council assumes no responsibility for accuracy or completeness.

Additions and corrections are solicited for future publications.

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